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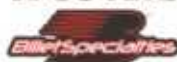
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Introduction

With 2015 now all but over it's a good time to take a look at what 2016 has in store for us all. The main talking point at the moment relates to the future of events at Shakespeare County Raceway, in particular the Nostalgia Nationals and Hot Rod Drags, now that partial residential planning permission has seemingly been granted for the site.

Details are somewhat sketchy at this time, but official word is that next year it will be business as usual at the track. We are aware that work is going on behind the scenes to ensure the continued future of the Nostalgia Nats and Hot Rod Drags, but it's far too early to speculate on just what that might entail at this stage. Rest assured, we will bring you any news as soon as it is confirmed.

In the meantime, why not make a fresh

New Year's resolution right now and pledge to support all events at Shakey to the max in 2016. The track has served us all well for many years and if this coming season is to be the last for drag racing at Long Marston let's treat it with the respect it deserves.

We'll see you all in just 12 weeks' time at the NSRA Swap Meet and then a few days later at Wheels Day. 'Til then...

Dave Biggadyke



Orange appeal

The Orange Pop Team was invited to attend Warwick University on 27 October by the Warwick Manufacturing Group. University students have built, and continue to develop, a single seat race car and were keen to learn about drag racing from the team's experience and exploits. Countless students, lecturers and visitors approached the team to ask questions, with many expressing an interest in attending a drag strip in the future. Engines were fired up twice during the day attracting even more people over to the display.

Early afternoon the team gave a talk to around 80 students in the lecture theatre, during which they officially announced their intention to build a new engine and attempt the Outlaw Anglia record in 2017. The team will be promoting the car throughout the 2016 season and hope to be in a position to test the new engine before the year end. Simon Barlow made a presentation of a signed canvas print depicting both cars and also donated an old damaged piston from one of the engines.

Having already been invited back in the near future as a headline act to other planned automotive-themed events at the University, the Orange Pop Drag Team would like to thank all those involved in making their visit a most memorable and pleasurable experience. The team has now taken delivery of a billet of aluminium that will be machined to form the block of the new engine. The record attempt has already started.

Got your number

In the feature on Emma Evans' Model A coupe and '57 Chevy Gasser in the December issue we mentioned her new rod building venture, Jailhouse Rods, but somehow we managed to publish the wrong 'phone number. If you want to contact Emma the correct number to call is 07464 751369, or message her via the Jailhouse Rods Facebook page.

Ray's Classics

Ex-pat Ray Adams was around the custom and American car scene in the UK throughout the '70s and attended the first-ever Chelsea cruise in a '66 Mustang. Since 1980 though, Ray has been exporting cars to the UK from California through his business Ray's Classics.

Although he now resides in The Golden State, Ray still has strong ties and fond memories of his time in the UK. Pete Darwell, of Mech Spray fame, is a good friend and is still in business turning out show quality paint jobs. Amongst the pics Ray sent us is one of Mech Spray's old shop van and another of the Ford Anglia Pete painted that won Best Paint at the first CC show at Crystal Palace. The Pop was Ray's own car, painted by Pete of course, whilst the GTO was sold new in the UK and was rebuilt as a restomod by Mark Lamude a few years ago. Lastly, Ray included a more up-to-date pic, the all steel '41 Willys coupe he's owned since 1981, shown here at Famoso Raceway last year.

To find out more about the vehicles and services offered by Ray's Classics visit www.raysclassics.com, or to make contact with Pete Darwell at Mech Spray call 01634 847940.



Breakfast at the Brewery

Reapers UK has confirmed the dates for next year's Sunday morning meets as 17 April, 15 May, 19 June (Fathers' Day and Trentham Car Show), 17 July, 21 August, 18 September and 16 October. As always, the venue is Limestone Brewery, Mount Road, Stone, Staffs ST15 8LL.



Knuckle Busters

A new club has recently been formed by a bunch of pals with a variety of cars, trucks and projects between them, and all with a common interest of anything related to the rod and custom scene. Headed up by Derek Brooks and Tony Burch, the club goes by the name of *Knuckle Busters UK Car Club*.



A club spokesman commented, "Whilst there are no plans at this stage to have an annual show, as there are already a number of established events throughout the year on the Suffolk / Essex borders, we will be staging an event known as the April Fools Run. This will be held on the nearest Sunday to 1 April and full details will be promoted via social media."

A salty tale

In his latest film, *Three Mile*, hot rod film maker Brian Darwas shows how important a resource The Bonneville Salt Flats are to the automotive world. With salt levels diminishing at an alarming rate and the cancellation of Speed Week for two consecutive years, *Three Mile* is the film that everyone needs to see.



Darwas and the *Rolling Bones* take 13 hot rods on a cross country trip from New York to Utah. Roadside breakdowns, shop tours, parking lot parties and plenty of racing at what most people consider the birthplace of hot rodding, the legendary Bonneville Salt Flats, where Keith Cornell breaks the record for the fastest Ford Y-block. With enough salt pit rebuilds, tech inspections and race runs to keep even the most jaded gearhead on the edge of their seat.

Priced at £19.95 including p&p, the *Three Mile* DVD is available online in the UK at www.harmedia.co.uk

Pressure check

Webcon has recently introduced two new fuel pressure gauges to their product range. Both gauges are liquid filled to ensure consistent results, and feature 1/8 NPT threaded adaptors to allow them to fit most gauge adaptors and fuel pressure regulators on the market. Available from stock directly from Webcon or appointed dealers, the 0-15 psi gauge is priced at £18.84 and the 0-8 bar gauge at £20.10. Find out more at www.webcon.co.uk or by calling Webcon on 01932 787100.



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This offer closes at 5pm on Thursday 31 March 2016.



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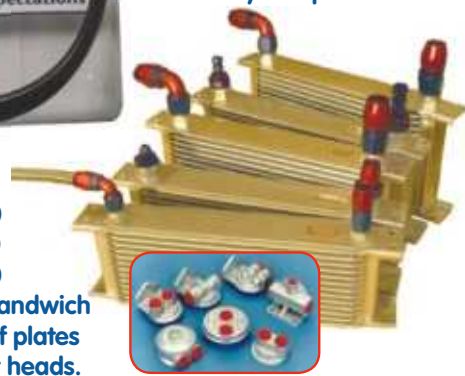
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Blown away

Dear CC, in response to the question Mike Pye posed in his coverage of the Prescott Autumn Classic in the January issue, the engine in the Austin 7-based Shelsley Special looks as if it could be wearing a Cozette, or possibly an Arnott. Both are vane type blowers like the Shorrock's, although many Austin 7 Specials ran Marshall Roots-type blowers via 90 degree angle drives.

It might even be a custom blower though. Similar little units were made from scratch by Roger Forsythe, who I first met many years ago at Beaulieu. He is currently repairing / restoring the Allard Shorrock Dragstar C142 long snout blower which I have been running (and breaking whilst drag racing) on my Opus for the last few years. Roger used to race a C142 blower equipped Vincent drag bike called *Pegasus* back in the day. Visits to his workshop have revealed a veritable Aladdin's cave of exquisite workshop machinery, historic engine recreations from billet and some new drag bike projects for customers, together with *Pegasus*.

On a separate note, I've just caught up on the bad news about Shakey's future due to planning permission being granted for the first few hundred, of the ultimately planned 3,500 houses, to be built on the site. This has effectively scotched my plans for building an Allard Dragon replica to house the rebuilt blown 1760cc pre-Crossflow Ford from the Opus so I could go and play with Alan Smith in his original Avante Dragon and the Wild Bunch at Shakey. The Pod doesn't have the same atmosphere and is another hour away from me down in the South West. Ho Hum!



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The writer of the Star Letter each month will win a set of the Laser Tools Alldrive range.

Adrian Sidwell, via email

➤ Thanks for the excellent information Adrian, but I'm afraid I don't owe you that pint as the answer is the blower on that lovely little Austin 7 special is a modern Subaru unit. Roger Forsythe sounds like our sort of guy though, so thanks for giving him a mention. As for Shakey's future? We're as much in the dark as everyone else, but it has been confirmed that the 2016 racing season will go ahead as planned. All we can suggest is that everyone makes the best of next season just in case it is the last at Shakey. MP.

Limited funds

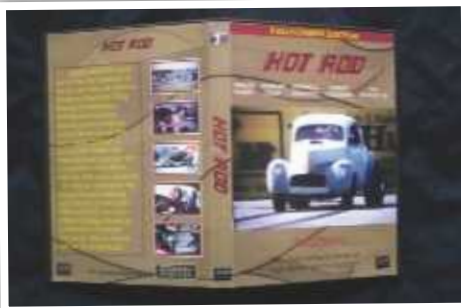
Dear CC I'm writing in response to the letter from Jack Stiling in the November issue about building on a budget. I can totally see where he's coming from as I had a limited building budget after purchasing my Ford F1 pick-up as I lost my job and now only work part time.

I had to do most of the work myself, not that I particularly wanted to but because I couldn't afford to have it done professionally. I learned as I went on, totally stripping it down, chopping the roof, fitting new front suspension and respraying it. I then bought an industrial sewing machine off eBay and did the upholstery myself. It took me three years to do, mainly because I couldn't afford to get all the parts I needed in one go and had to save up for them each month.

Dave Wilkinson, Hull

➤ Dave, your F1 does you credit and I have emailed you about the possibility of us taking a closer look at it sometime in the future. Whilst it may have been forced upon you, it's good to hear you did all of the work yourself and to a budget. Hopefully we'll hear from more readers about their budget builds. Ed.





Mystery movie

Dear CC, first off thanks for a great magazine, although not my first choice as back in the day I was a *Hot Rod & Custom UK* reader and then a *Fruit Machine* chap. I've also dabbled in *Retro Cars* and even some of the many Ford-based magazines, though your magazine won through as it stayed on the shelves and offers the best selection of vehicle styles across the spectrum of our hobby. I've no suggestions as to how you can improve the content, but I am glad you've now dropped the semi-naked ladies as they often got in the way of the vehicles they were draped over.

The reason I'm writing to you though, is that I'm on the hunt for a film I saw over 30 years ago. Several searches on the 'net have drawn a blank despite me thinking it was called *Hot Rod*, but I'm obviously mistaken. The film features my favourite of all cars, a '41 Willys coupe, and the story begins with a drag racer rolling his Trans Am and then transplanting the running gear into the Willys. Do you guys have any idea of the title of the film I'm trying to describe?

Jim Gentle, Devon

➤ Firstly Jim, we'll overlook your previous allegiance to other publications, especially as HR&C UK was a sister publication of CC, as you saw the light in the end and I guess we must have got some things right to still be around 46 years after the magazine first appeared on the newsagents shelves.

As for the film you're searching for you're not mistaken, it is called *Hot Rod* – although it was also known as *Rebel of the Road* in some circles. Written and directed by George Armitage, this was released as a TV movie in 1979 and ends up with the Willys coupe running a blown 426 Hemi motor – can it get any better than that? We think you'll find, though, that the guy's original race car was a '65 Plymouth Belvedere and not a Trans Am as you recall. DVD copies of the film are available, although a quick Google search only turned up vendors in America. A word of warning though, in 2007 a comedy film entitled *Hot Rod* was released so make sure what you're buying is exactly what you want. Ed.

Word play

Dear CC, only last week I informed some muppet on eBay that his car was not a 'customisation' as the word isn't in the dictionary and only ignoramuses outside of the custom world would use the word. Not only that, I finished by telling him that in the 30 plus years of reading *Custom Car* and many other custom mags I had never seen the word in print. That was until I picked up December's issue of CC and find the word emblazoned across page 39. What next? Are we going to start saying body drop instead of channelling? Am I going to have to roof squash my 51 Merc? Sort it out chaps.

Gav Lusby, via email

➤ Gav, I find it hard to believe that the word *customisation* hasn't appeared in print throughout the last 30 years, but I'll take your word on it. I did, however, take a peek in the Oxford dictionary and the word is in there, albeit spelt with a z not an s, with the definition, "the action of modifying to suit a particular individual or task." As far as I'm concerned that makes it an apt word for the feature on Sally Phillips' awesome Morris and at least we didn't spell it with a k at the beginning. Rest assured we'll try not to use the word too often in the future. Ed.



Lovely pair

Dear CC, I've just read the Emma Evans twin rod / Gasser feature in the December issue.

What a great story. She needs to hold her head up high and take a bow. What a great representation of girl power in hot rodding she is and what a lovely pair of motors

Then I read she is opening a rod shop. Well, if that's the sort of cars she can turn out there's going to be a few more

quality rods about. Go girl. PS. I'm sure that steering wheel is blue.

Mark Blows, CDSRC Historian

➤ Glad you liked the feature Mark, Emma certainly is a talented and hard working lass, not to mention a good laugh. Good spot on the Gasser's steering wheel colour – I don't know how Mike and I both missed that gaff – at least we got it right for the coupe. Ed.





Events

A full list of events can be found on the *Custom Car* website at www.customcarmag.co.uk

NB: We advise you to double check with organisers that the event or show as listed is still going ahead, to avoid any wasted journeys. To submit an event, email motorevents@kelsey.co.uk, fax 01733 557235, or write to *Custom Car Events*, Kelsey Media, PO Box 978, Peterborough PE1 9FL.

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27 Frozen Fins. Ace Café, London.
www.ace-cafe-london.com

28 Icení C.A.R. Club Brass Monkey Run. Brandon, Suffolk to Wells-next-the-Sea, Norfolk. 01842 810720 / 01842 815637 / icenicarclub@fsmail.net

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JANUARY

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14-17 Autosport International. NEC, Birmingham
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17 The Autojumble Midlands. Jaguar Exhibition Hall, Ricoh Arena, Foleshill, Coventry.
www.theautojumble.co.uk

30 All American Cruise-In. Ace Café, London. www.ace-cafe-london.com

31 RWYB. Santa Pod. www.rwyb.com

FEBRUARY

3 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com

14 RWYB. Santa Pod. www.rwyb.com

28 RWYB. Santa Pod. www.rwyb.com

27 All American Cruise-In. Ace Café, London. www.ace-cafe-london.com

MARCH

2 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com

5 Dial In Day. Santa Pod.
www.rwyb.com

12 RWYB. Santa Pod. www.rwyb.com

20 RWYB. Santa Pod. www.rwyb.com

20 NSRA Swap Meet. Arena, Essex RM19 1AE. www.nsra.org.uk

25 SSR Wheels Day. Rushmoor Arena, Aldershot.

25-27 Festival of Power. Santa Pod.
www.santapod.co.uk

26 All American Cruise-In / Mopar Muscle Meet. Ace Café, London.
www.ace-cafe-london.com

APRIL

2 RWYB. Santa Pod. www.rwyb.com

2-3 Season Opening Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway.
www.shakespearecountyraceway.com

2-3 The VolksWorld Show. Sandown Park, Esher, Surrey.
www.volksworld.com/volksworld-show

6 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com

8-11 The South Western American Weekend. Bovey Heath Farm, Bovey Tracey, Devon. www.facebook.com/events/1602657806662618/

16 RWYB. Santa Pod. www.rwyb.com

16-17 Spring Madness Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway.
www.shakespearecountyraceway.com

24 NASC Autojumble. Raunds Town FC, Raunds, Northants. www.rodandcustom.co.uk

30 RWYB. Santa Pod. www.rwyb.com

30 All American Cruise-In / Chevy Special. Ace Café, London.
www.ace-cafe-london.com

30-1 May ATOMIC. Sywell Aerodrome, Northants. www.atomicfestival.co.uk

30-2 May MSA / ACU APIRA Springspeed Nationals. Shakespeare County Raceway.
www.shakespearecountyraceway.com

MAY

2 RWYB. Santa Pod. www.rwyb.com

4 Spring Riot. Ace Café, London.
www.ace-cafe-london.com

6-8 NASC Neil's Springnationals. Drayton Manor Theme Park, Tamworth, Staffs. www.rodandcustom.co.uk

8 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

14-15 Late Spring Madness Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway.
www.shakespearecountyraceway.com

15 RWYB. Santa Pod. www.rwyb.com

21 RWYB. Santa Pod. www.rwyb.com

22 Herts Auto Show. Stanborough Park, Welwyn Garden City, Herts.
www.hertsautoshow.co.uk

27-30 FIA / FIM Main Event. Santa Pod. www.santapod.co.uk

28 All American Cruise-In / Pick-up Party. Ace Café, London. www.ace-cafe-london.com

28-29 National Hot Rod & Custom Car Show. Peterborough Show Ground.
www.hotrodandcustomshow.co.uk

28-30 Yanks American Car Festival / Gary's Picnic / Bracket Gamblers. Shakespeare County Raceway.
www.shakespearecountyraceway.com

JUNE

1 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com

3-5 NSRA Billing Fun Run. Billing Aquadrome, Northants.
www.nsra.org.uk

4 RWYB. Santa Pod. www.rwyb.com

4-5 VHRA Annual Pendine Sands Hot Rod Races. South Wales.
www.vhra.co.uk/VHRA/Pendine_Sands.html

5 Classic Ford Show. Santa Pod.
www.classicfordshow.co.uk

5 Can-Am Car Club Lazy Sunday. St Edwards School, Poole. www.canamcarclub.org.uk

5 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

9-12 Hot Rods & Hills. Parkfoot, Lake Ullswater, Cumbria. speedemon32@googlemail.com / 07766 396477

11 RWYB. Santa Pod. www.rwyb.com

11-12 Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway.
www.shakespearecountyraceway.com

12 Performance Vauxhall Show. Santa Pod. www.pvshow.co.uk

23-26 Goodwood Festival of Speed. Goodwood, Sussex. www.goodwood.co.uk

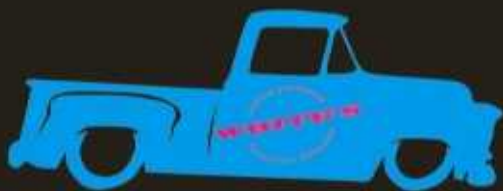
24-26 NSRA Nostalgia Nationals. Shakespeare County Raceway.
www.nsra.org.uk

25 All American Cruise-In / Pontiac Pow-Wow. Ace Café, London.
www.ace-cafe-london.com

25-26 Summer Nationals. Santa Pod.
www.santapod.co.uk

JULY

1-3 Independence Day Weekend.



Cofton Country Holidays, Dawlish EX6 8RP. www.canamcarclub.org.uk

2 RWYB. Santa Pod. www.rwyb.com

2-3 Cars & Stripes American Auto-Fest. Rockingham Motor Speedway, Corby, Northants. www.cars-and-stripes.co.uk

6 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

10 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

15-17 Dragstalgia. Santa Pod. www.santapod.co.uk

15-17 Phantoms Street Cruisers' Hot Rod Hootenanny. Stirling Rugby Club, Scotland. *Phantoms Street Cruisers* on Facebook

23-24 Mid-Summer Madness Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway. www.shakespearecountyraceway.com

29-31 Mopar Euronationals. Santa Pod. www.mopareuronats.co.uk

30 Heaven and Hell Custom Car and Van Show. Bybrook Barn Garden Centre, Ashford, Kent TN24 9JZ, 5pm-11pm. 07856 511961 / 07593 584997

30 Consul, Zephyr, Zodiac Meet / All American Cruise-In. Ace Café, London. www.ace-cafe-london.com

31 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

AUGUST

3 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

5-7 Doncaster Road Runners' Show. Parklands Social Club, Wheatley, Doncaster DN2 4LT. www.doncasterroadrunner.co.uk

11-14 Bulldog Bash. Shakespeare County Raceway. www.shakespearecountyraceway.com

12-14 NSRA Hot Rod Supnationals. The Mansion House, Old Warden, Beds. www.nsra.org.uk

13 RWYB. Santa Pod. www.rwyb.com

14 Mountsorrel Revival. Mountsorrel, Leics. www.mountsorrel-revival.co.uk

19-21 Clydeside Cruisers' Show 'n' Cruise. Lochbarr Leisure Services, Lochwinnoch, Renfrewshire PA12 4JB. www.clydesidecruisers.co.uk

21 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

21 RWYB. Santa Pod. www.rwyb.com

26-28 GOW! Prescott Hill, Gloucestershire. www.vhra.co.uk/VHRA/Gow.html



27 All American Cruise-In. Ace Café, London. www.ace-cafe-london.com

27-29 MSA / ACU APIRA Open Sport Nationals. Shakespeare County Raceway. www.shakespearecountyraceway.com

29 Kent Chrome and Cruisers Show. Abbey School, Faversham, Kent. 07903 339466

SEPTEMBER

3-4 Kustom Kulture Blast-Off. Lincolnshire Showground. www.kkbo.co.uk

3-4 Kenley Custom Car & Bike Show. The Portcullis Club, Caterham, Surrey CR3 5FX. www.facebook.com/events/987337217991670/

4 60 Years of the '56 Chevy. Brooklands Museum, Weybridge, Surrey. www.facebook.com/events/1013026125414730/

7 End of Summer Riot. Ace Café, London. www.ace-cafe-london.com

8-11 FIA / FIM European Championships. Santa Pod. www.santapod.co.uk

9-11 NSRA Hot Rod Drags. Shakespeare County Raceway. www.nsra.org.uk

9-11 Goodwood Revival. Goodwood, Sussex. www.goodwood.co.uk

17 RWYB. Santa Pod. www.rwyb.com

18 FordFest. Santa Pod. www.fordfestshow.co.uk

24 All American Cruise-In. Ace Café, London. www.ace-cafe-london.com

24-25 Late Summer Madness Public Track Weekend / Bracket Gamblers. Shakespeare County Raceway. www.shakespearecountyraceway.com

24-25 National Finals. Santa Pod. www.santapod.co.uk

OCTOBER

1 RWYB. Santa Pod. www.rwyb.com

5 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

8 RWYB. Santa Pod. www.rwyb.com

8-9 Mid-Autumn Madness Public Track Weekend / ET Bracket Gamblers. Shakespeare County Raceway. www.shakespearecountyraceway.com

22-23 Halloween Bonfire Burn-Up / Public Weekend / Bracket Gamblers. Shakespeare County Raceway. www.shakespearecountyraceway.com

23 RWYB. Santa Pod. www.rwyb.com

29 Flame & Thunder. Santa Pod. www.santapod.co.uk

29 All American Cruise-In / Oldsmobile Special. Ace Café, London. www.ace-cafe-london.com

30 Rat Rod Review. Ace Café, London. www.ace-cafe-london.com

30 RWYB. Santa Pod. www.rwyb.com

NOVEMBER

2 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

5 Fireworks Frenzy. Santa Pod. www.santapod.co.uk

5 Whitby Kustom Show. West Cliff School, Whitby YO21 3EG. whitbykustompaul@gmail.com / 07770 585422 / www.facebook.com/whitbykustompaul

26 All American Cruise-In / Station Wagon Special. Ace Café, London. www.ace-cafe-london.com

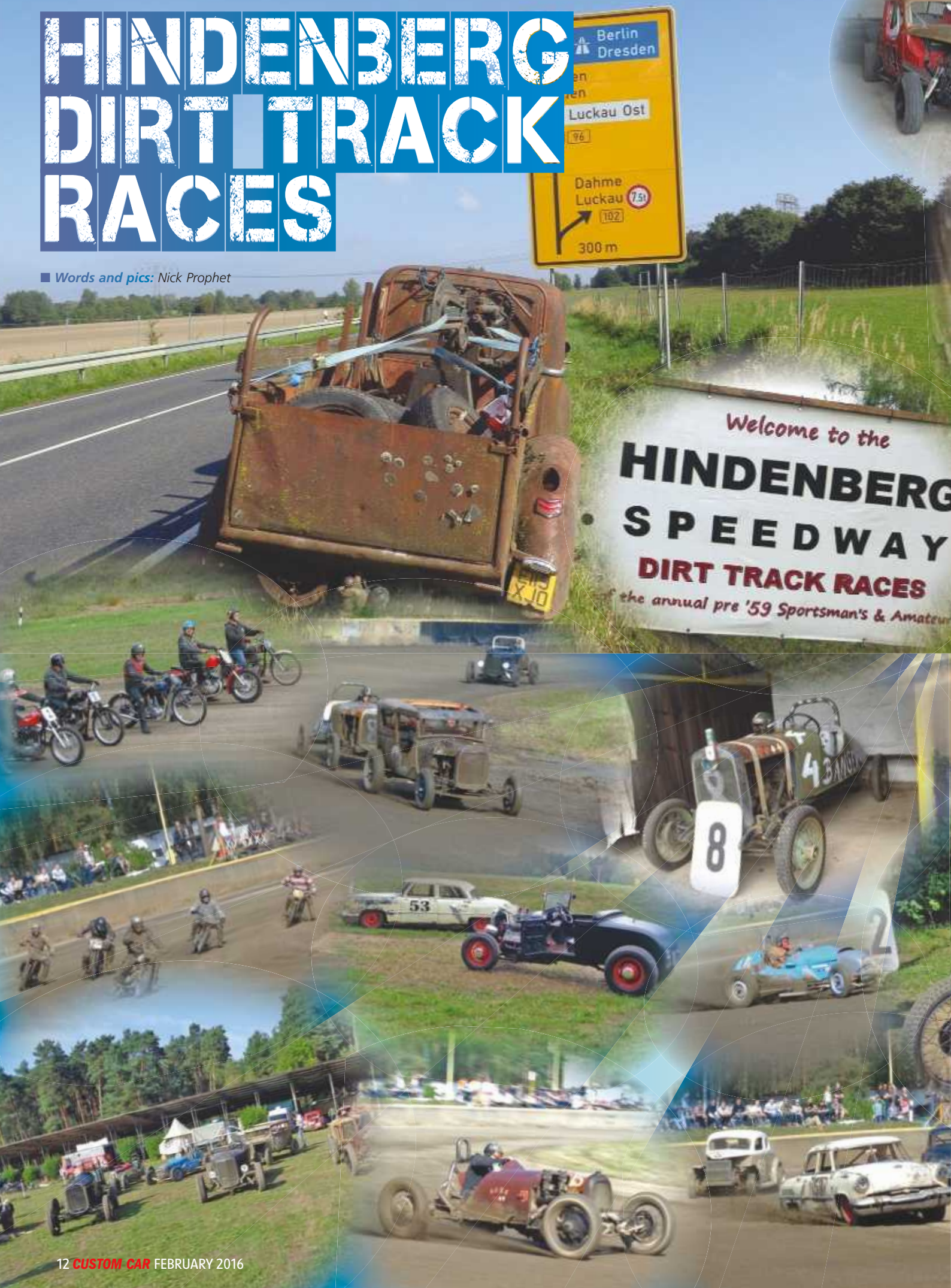
DECEMBER

7 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

26 Cold Turkey Meet. Ace Café, London. www.ace-cafe-london.com

HINDENBERG DIRT TRACK RACES

Words and pics: Nick Prophet





I had heard about the Hindenberg races from friends I had met during my many adventures, and it seemed like a great opportunity for another road trip. So, confident in the reliability of my truck, I kicked the tyres, checked the oil and filled up the tank. A short trip to St. Malo got me to the ferry and then to Harwich, via friends in Portsmouth and The Trip Out, followed by four days of leisurely driving across Germany. Never touching the main roads, I managed to clock up 1,000 miles before arriving in Hindenberg.

the track and a show field, pits and a swap meet area in the centre. There's also an undercover food hall and bar in the parking area. Chuck in a band and some great people and you get a real back-to-yesteryear vibe. Yes, I was stuck more than once with the language but, after a few beers, the universal language of talking shit came into play which, as we all know, transcends all borders and native tongues.

On the Saturday, the racing was fast, and apparently gets faster each year, alternating between motorcycles and

a real back-to-yesteryear vibe

The track is about 70 miles south of Berlin and 20 miles from the Polish border. It was built in 1965 by the GDR Mining Corporation with the intention of encouraging sport. They would race against other large factories in Poland and East Germany who also had oval tracks. After the Wall came down, the MSC Jugend Lubbenau was established in 1989 to run the site as a sports venue and stadium.

Events are run on an 800m sand track – that's half a mile-ish to you old gits – and races last four laps, with practice / tuning sessions on the Friday. The site is well laid out with covered garages in an L shape behind

cars. It's split into three classes: Bikes – pre-'59 four stroke with no more than two cylinders; Cars – pre-'59 with any date-related engine, open top or closed; Cars – pre-'35 Flathead, open top or closed with any date qualifying body / engine combination. No forced induction or gas is permitted.

Was it worth a 2,500-mile drive? Would I do it again next year? Hell yeah! Plus the week before, and less than 100 miles away, it's Finsterwalder. You what? Hot rods, an eighth-mile track and the first two weekends of September, that's all you need to know.

As the poster says, "If you wanna race, Hindenberg is the place."



Words and pics: **Paul Bussey**

The Pure-Nostalgia Classic Car Sundowner Show is organised by Tim Bussell and his team, who are the driving force behind the expanding Pure-Nostalgia Classic Car Events brand, their flagship event being held at The Lawn, Rochford, Essex each June. The Sundowner Show, now in its third year, is held in the picturesque grounds of the 15th century Cromwell Manor in Pitsea. The event starts at midday and continues, as the name suggests, until the sun goes down. Proceeds from the show go to The Harbour Club at Battlesbridge, Essex, a specialist day care centre for older adults with dementia.

The Sundowner Show mustered around 150 vehicles

The Sundowner Show mustered around 150 vehicles, with a good many Americans, customs and hot rods in attendance. It enjoyed a tangible relaxed ambience and friendly atmosphere. Attractions included live music from *Julie Jive* and *The Bigshots* singing a range of jazz, jive, blues and rock 'n' roll songs, with a dance floor set up in the marquee. Acoustic duo, *Spring Heeled Jack*, played a variety of covers staged outside in front of the manor house. There were several stalls selling retro clothing, accessories, shoes and artwork, plus a barbeque and a bar. Blessed with a lovely warm sunny afternoon, for many the Sundowner was a great way to finish the 2015 show season.



Tony Abrahall's '55 Ford F100 is a recent import from Pennsylvania. The spec includes a small block Chevy, Mustang front clip and back axle, bucket seats, Dolphin gauges and orange pearl paintwork.



Sean Berry's '72 Oldsmobile Cutlass 4-4-2 runs a tuned 455 with a hot cam, aftermarket inlet manifold and a big Holley carburettor.



Tony Widdowson's '56 Ford F100 runs a 350ci Chevy engine, air ride, Boyd Coddington billet wheels and sports Kandy Apple Red paintwork with realistic flames.



Anthony Stuart-Smith's '68 Corvette has a 327 with a TH350 transmission. The interior is trimmed in red leather and the paintwork is the original colour of Cordovan Maroon metallic.



Mike and Chris East have owned this '67 Camaro, *Eight Misbehavin'*, for 39 years. The 434ci engine, built by ICE Automotive, is rated at 950bhp.



Show organiser, Tim Bussell, with his '55 Ford Thunderbird that was imported from a museum in the USA in 2014.

Words: **DB (with help from Whitby Paul)**
 Pics: **Pete and Wendy (www.pwpics.net)**

Picture the scene - a hot rod and custom show held on a cliff top in Whitby on Halloween, Saturday 31 October. Sends shivers down the spine just thinking about it, the wind, the rain, the cold - not the most idyllic of scenarios, eh?

Well, that just goes to show you should never judge a book by its cover. The weather was amazing, people were walking round in t-shirts and the show site was rammed - and when I say rammed, I mean really rammed. Last year Whitby was busy, but this year it was just ludicrous.

this year it was just ludicrous

You should all know by now that the Whitby Kustom Show (organised by the *Dead End Car Club*) is staged to coincide with Whitby Goth Weekend. Whilst these are totally different activities attracting diverse audiences, they seem to almost mystically merge together on the Saturday to produce a visual spectacle of alternative cars and alternative lifestyle that is second to none. If you've never been to the Whitby Kustom Show you truly don't know what you're missing out on. It's not just about the cars on display, it's about the entire experience of transforming a normally peaceful and picturesque north east coast fishing town into a bustling epicentre filled with colour, noise and downright alternativensness.

We know that this year the organisers suffered added pressure just days before the show when the local police safety division raised concerns about the traffic chaos that last year's show generated. No, we don't understand why they waited until the last minute either. 'Whitby' Paul Tookey and his team took this on the chin, set about ticking all the boxes and unravelling the red tape - and all credit to them for that. As Freddie Mercury used to sing, "the show must go on," and indeed it did, even though it wasn't until 10am on the day before that the authorities finally

gave their nod of approval.

What's more is that the organisers do all this not just to give hot rodders a great day out, but primarily to raise money for charity. There is no entrance fee for either exhibitors or visitors, but occasionally you may find a bucket being shaken in your direction, but with no pressure for you to contribute. Amazingly, this year that low profile approach netted a staggering £2,740 - a credit to all those behind and in front of those buckets.

Hats off to Paul Tookey, along with Melanie and Becky, Graham, Julia and Abi Cooper, all the event sponsors, *Knights CC* and the teachers, staff and pupils of Westcliff School. It will all happen again on Saturday 5 November 2016, just make sure you don't miss out..



Malc Clarry heads a line up of rods and customs arriving at the show in his '32 Standard Little 9.



Don't be fooled by the Olds Rocket valve covers, that's a small block Chevy mated to a 700R4 transmission in Tony Wilson's '29 Model A coupe.



It makes you wonder just how many of these Wizards of Rods 'Willys' coupes still exist.



Well, it was Halloween...



Out & About



I bet the organisers never imagined any of the *Rolling Bones* would turn up. Ouch!



Starting with a 4-door Model Y sedan, Pete Wetherhill disposed of the rear doors, chopped the roof and filled the chassis with a Rover V8 and Borg Warner 'box, Jag rear axle on air bags and a drop tube axle up front.



Richie Jones' Model A wears a Yorkshire Street Rods body and runs an IFS, Volvo rear axle and a Rover V8 with a Borg Warner auto'.



Tracy Cox and husband, Dave, have certainly clocked up the miles in Tracy's '33 pick-up over the last couple of seasons.



Des Taylor provided the racing element of the show by bringing along his 600bhp Chevy Nova.



The body of this '45 Dodge pick-up is channelled over a London taxi chassis, with power coming from a 318 Mopar with 727 Torqueflite transmission.



Nick Devos has never been shy of making a show of himself. Mind you, this outfit is pretty tame to some I've seen him wear, and no feathers and wallpaper paste were involved!



Here at CC we're always keen to try out new talent, so we let our work experience lad loose for the day. He tells us he should have the photographic plates developed by Easter!



Running a built 302 Ford, Tremec 'box, 8.8-inch Ford rear axle and bagged original front axle, Terry Morgan's Morris 12 is no slouch - having clocked up a best of 13.02 / 104.



Ian Russell's Pro Street '58 Chevy Biscayne wagon runs a 350 / 350 combo.



Chris Hepworth is a Whitby Kustom devotee, and these days makes the journey up from Hull in his '38 Ford cabriolet.



Pic: Russ Cook

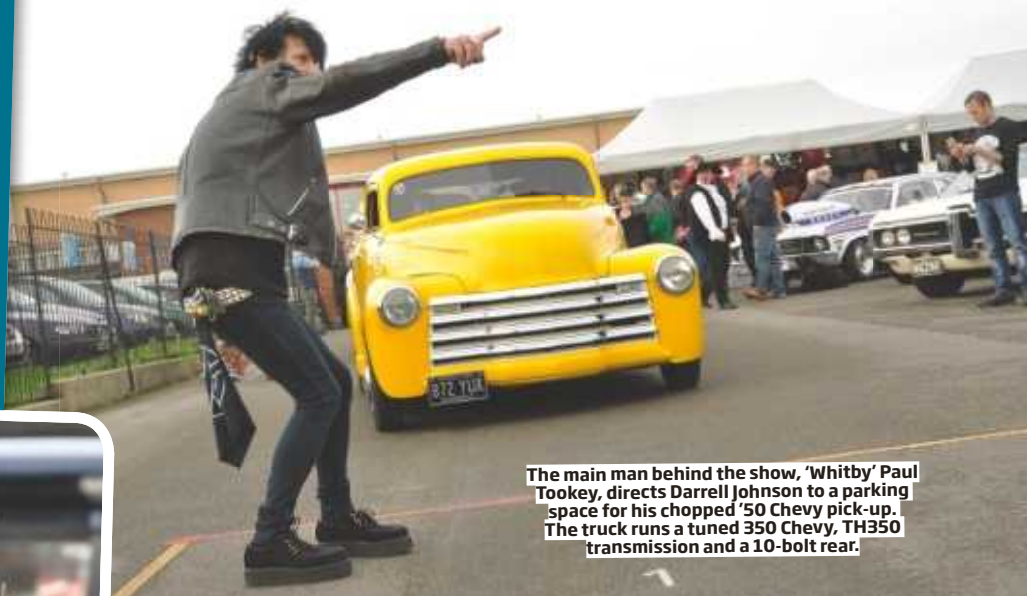


The Kustom show wasn't just limited to cars, there were some cool motorcycles on display, too.

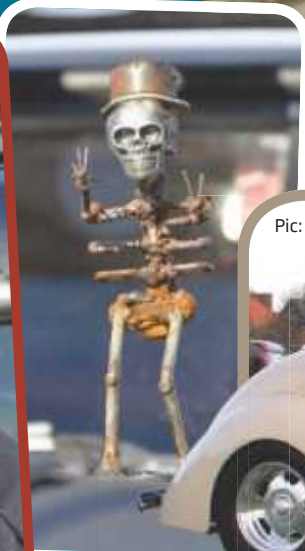
We did say Whitby was pretty busy that day...



Pic: Russ Cook



The main man behind the show, 'Whitby' Paul Tookey, directs Darrell Johnson to a parking space for his chopped '50 Chevy pick-up. The truck runs a tuned 350 Chevy, TH350 transmission and a 10-bolt rear.



Pic: Russ Cook



Bill Little's '37 Ford coupe runs a 350 Chevy, TH350 trans, an 8-inch Ford axle on leaf springs and a Mustang II front end.

The racin' Rambblers

American Motors Corporation knew drag racing only appealed to one sector of society, so to spread their performance message far and wide they also looked to Trans-Am racing and NASCAR for maximum exposure ■ Words and pics: James Maxwell

Last month we left the story of AMC's involvement in racing with Wally Booth's Pro Stock Hornet qualifying in the no.1 position at the US Nationals in 1975. But while the all-important youth market may have been swayed by seeing American Motors' products tearing up the drag strips, those who preferred to get their kicks from circuit racing hadn't been left out. Here, in part two of The racin' Rambblers story, we head back to 1968 when AMC first dipped its toe into the fast-paced world of SCCA (Sports Car Club of America) competition, which ultimately led to the Corporation entering NASCAR too in what has to be one of the most comprehensive motorsport programmes ever waged by a car manufacturer.

While the AMX and Gremlin were the preferred steeds for drag racing, AMC had other cars in its armoury, among them the Javelin, a sporty two-door fastback that debuted in 1968 and was aimed squarely at the hugely lucrative 'pony car' market that Ford had started a few years earlier with its iconic Mustang. So popular were these cars that the SCCA had set up a 'Trans-Am' (Trans-American sedan racing) road racing class where Mustangs, Camaros and Cougars competed fiercely across the country (and in Quebec, Canada, too) in a 12-race series. The rules mandated the cars weigh a minimum



2800lbs and that the engine not exceed 305ci in size.

Trans-Am debut

Though the Javelin was available from the start with a significantly more powerful 280bhp 343ci V8 (and later a 315bhp 390), the factory decided to stick with the more modest 225bhp 290ci V8, and hired Ron Kaplan Engineering of Elk Grove, Illinois,

to build and maintain a pair of Javelins to participate in the series. Power came from Traco Engineering-built 290s, bored out to 304.3ci to maximise power within the rules, and fitted with the better breathing cylinder heads from the 343 motor.

As with the drag racing programme, AMC hired drivers of repute in George Follmer and Peter Revson. The AMC name was new to

one of the most comprehensive motorsport programmes ever waged by a car manufacturer



The 1968 Trans-Am Javelins were prepared by Ron Kaplan Engineering, with power coming from Traco Engineering 304.3ci V8s, derived from bored-out 290s. With an Angle .493-inch lift, 308-degree duration cam, Delco capacitive discharge ignitions, twin 600cfm Holleys and Belanger headers, the engines made a claimed 480bhp. Minilite magnesium racing wheels and Goodyear rubber were standard fare, four-wheel factory disc brakes were certainly not.

road racing and so some fast development work had to be done on a lot of non-productive parts for the cars, including a dual 4-barrel intake system and disc brakes for the rear wheels. But the Javelins surprised a lot of bystanders and fought a close battle for second place in their first year in the series, which wasn't settled until the last race of the season.

For 1969, Ron Kaplan took on the task of building the engines himself, and reported that they were developing 480bhp, though

on-track performance did not live up to the claim. There was a revolving door of drivers for the factory Javelins that year, including Ron Grable, John Martin, Ted Roberts, Lothar Motschenbacher and Jerry Grant, and there were no victories. AMC officials wanted

long as you are, we don't care what you do about racing," came the reply, so the stage was set and a press conference called in LA to announce the news. A stripped Javelin body structure was sent to the Penske shop and work began on turning the Nash into a

it would take \$2 million to get Team Penske to switch from Chevrolet

better results, so decided to make some big changes for the 1970 season.

The big switch

It was in a hotel in Century City, CA, after the final race of 1969 at Riverside, that they made their move. Team owner, Roger Penske, and driver, Mark Donohue, had just wrapped up their second consecutive SCCA T/A manufacturers' championship title when AMC boss, Bill McNealy (VP of Marketing),

winning race car.

Penske found the retired American Motors engineer who originally designed the modern thin-wall AMC V8 and hired him on a retainer, while Donohue went directly to Kenosha and pleaded with them to build a special rear spoiler for the car, one large enough to positively affect the car's aerodynamics. It took some doing, but the factory agreed to make a run of 2,500 Mark Donohue Signature Edition Javelins,



Penske, Donohue Join AM in Trans-American Series

American Motors Corporation and Roger Penske Racing Enterprises have signed a three-year agreement for Penske to race Javelins in the Sports Car Club of America Trans-American Championship series.

During the past two seasons, Roger Penske Racing Enterprises, with Mark Donohue driving, has won the Trans-American manufacturers' series championship with Penske-prepared Subaru Corvairs.

"We selected Roger Penske and Mark Donohue for the Javelin Trans-Am racing program because they have proven their ability to win in the highly-competitive, factory-equipped field," said Bill McNealy, vice president of marketing services for American Motors.

"With Donohue driving, and preparation of the cars by Penske Racing, we are confident the Javelins will be the team to beat next year," stated RW McNealy, AMC's VP of Marketing Services.

Complete details of American Motors performance program for 1970 will be announced shortly, including selection of a driver to team with Donohue in the second Trans-Am season.

During the past season, in addition to competing in the Trans-Am race, Javelins made a highly-anticipated debut on the NASCAR circuit. A number of Roger Penske, M.C., entered the series for the NASCAR Grand Touring Javelin and captured the fourth and fifth places in the highly competitive and exciting Trans-Am series.

In addition, American Motors entered from seventh to third place in the series' point standings in the National Hot Rod Association in 1969 and a 1970 Javelin finished first in the class in the Springfield Race "100" and second in the 1970 season.

In Autumn 1969, AMC announced to its dealers that the factory had signed heavy hitters, Roger Penske and Mark Donohue, to represent the company by racing Javelins in the SCCA Trans-Am series. It was big news, and meant increased excitement for the product line. "With Donohue driving, and preparation of the cars by Penske Racing, we are confident the Javelins will be the team to beat next year," stated RW McNealy, AMC's VP of Marketing Services.

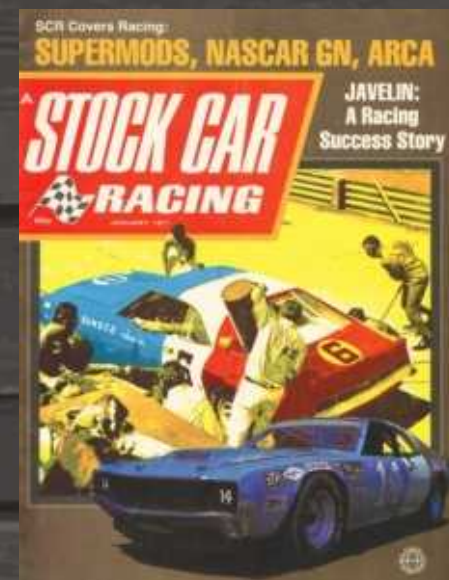
The 1970 season saw the Javelin T/A programme shift from Kaplan Engineering to Penske / Donohue, and one of the first things they did was design completely new, stiffer front and rear suspensions for the car. A special uprated Girling four-wheel disc brake system was developed, which proved to be durable, well-balanced and strong, plus allowed for quick changing of the brake pads and discs during pit stops.



knocked on their door to try and persuade them to switch from their all-conquering Camaro to a Javelin. Penske, a Chevrolet dealer, was worried that if he switched allegiance it could affect his relationship with General Motors, so he told the AMC representative that it would take \$2 million

equipped with large rear spoilers with his script on them.

There were actually two race Javelins built for 1970, one for Donohue and a matching one for team driver, Peter Revson. Traco Engineering was once again called in to build the engines, the rules now allowing



Stock Car Racing magazine's January 1971 issue highlighted the 'Javelin: A Racing Success Story'. Cover art included Mark Donohue's Trans-Am car and Jim Paschal's NASCAR Grand Touring Javelin. The accompanying text included the telling line, "The Rambler is dead. Today American Motors is committed to performance." When editor, David Price, asked Roger Penske's team manager, Chuck Cantwell, about changing allegiance from Chevrolet to AMC, he responded: "It was just a better business deal. But the challenge was very interesting, too."

and a special, heavy duty distributor drive gear fixed the problem. With this, Donohue had his first win at the Bridgehampton 200-Mile in June. That win at Bridgehampton was significant because the AMC factory was on the brink of pulling the plug on the sponsorship as in the five previous races the Javelins had either not finished or lost (there was a clause in the contract stating if the team didn't win races, the deal was off).

Further wins for Donohue came at Road Atlanta and Mount Tremblant, while Revson produced a best second place at Bryar. More

there was a clause in the contract stating if the team didn't win races, the deal was off

to get Team Penske to switch from Chevrolet, expecting the answer to be no. However, he hadn't anticipated how badly AMC wanted to win the series, so when McNealy replied with an immediate yes, he decided he better call Chevrolet head, John DeLorean, to see what would happen if he jumped ship.

"You're a good Chevrolet dealer and, as

for the beefier, 360ci, 4-bolt block to be used as a base.

The first race of the 1970 season saw Donohue place second to Parnelli Jones' Mustang, but the Javelin's engine was suffering oil starvation issues, which took a lot of development work to solve. In the end, a dual oil pump system with two oil pick-ups



Jim Travers (left) and Frank Coon (right) ran Traco Engineering (TRAcers and COon) located in Culver City, CA. They supplied AMC racing engines to Penske Racing during the glory years after having built the engines for Penske's early racing Corvettes, and later the powerplants in his all-conquering Sunoco Camaros.

significantly, thanks to some brilliant pit stop strategy (where the car was brought into the pits very early in the race, given fresh tyres and sent out with no traffic on the course, allowing Donohue to run alone at maximum lap speed) Donohue's Javelin finished second in points to Parnelli Jones' Mustang.

The glory year

At the end of the 1970 season, Team Penske sold both cars to Roy Woods, and a new batch of all-new '71 Javelins were built, capitalising on everything they learned the previous season, but with a goal of optimising the front suspension geometry. Traco squeezed a bit more power from the engines, now up to about 440bhp, but with a broader torque curve to produce the low-end power needed for fast corner exits.

This time, when it came time to race,

The huge financial gamble to go racing paid off

the Javelins dominated. Though pertinent is the fact that AMC was the only factory participating in '71, Chevy, Ford and Chrysler all having backed out of the programme. With limited competition, the Sunoco / Penske Javelin romped to the manufacturers' championship title, Donohue winning seven out of the 10 race series, while George Follmer won the final event at Riverside in the second tier Roy Woods Javelin.

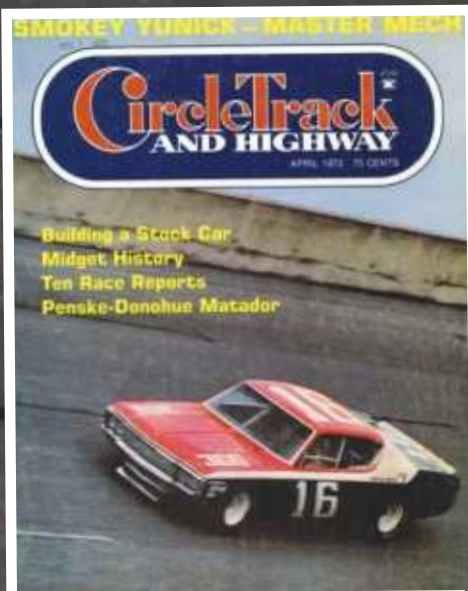
AMC went on to dominate the SCCA T/A series in 1972 as well, this time with Roy Woods' cars, leaving no doubt in the public's mind that the Javelin had proved itself on the racetrack. There's no telling what might have been the outcome had GM, Ford and Mopar stayed involved but, to AMC's credit, it was late getting into the game in the first place, so to produce this sort of form in such short order is nothing short of remarkable.

In the Stocks

After dominating Trans-Am racing in 1971 the decision was made by AMC to also give Grand National Stock Car Racing a try in 1972. The first time it was mentioned was during a meeting between Penske Racing and AMC, where Mark Donohue suggested they try NASCAR. The factory was interested as it presented an opportunity to give the Matador, AMC's full-size car at the time, its time in the racing limelight. After some consideration, Roger Penske gave the project the green light, and the requests of many of the American Motors' dealers to see the products they were trying to sell on the superspeedways were granted.



It all came together for Penske Racing in 1971 when the team dominated SCCA Trans-Am competition, and brought home to AMC the manufacturers' championship title.



It was something five years previous no one would ever have imagined, the AMC factory racing in NASCAR, but that's exactly what they did in 1972 and, by 1973 they were in victory circle.

"We're coming here with a very humble attitude," said Donohue in Daytona at the official launch of the AMC NASCAR programme. "We've done well as newcomers in the other circuits and, hopefully, the same thing will happen here." Roger Penske added, "We've got a

We've got a lot to learn. What we're looking for is good teamwork and a clean, competitive car
Roger Penske on AMC's debut in NASCAR in 1972

lot to learn. What we're looking for is good teamwork and a clean, competitive car."

Holman and Moody built the first car for them, using a stroked (366ci) version of the 305ci Trans-Am powerplant. While the boxy Matador lacked the aerodynamic qualities to run with the rival Chevrolets, Fords and Dodges, plus was down on power, there was one area where the Penske / Donohue car did better, and that was in braking.

All in the brakes

While standard operating procedure in NASCAR at the time was to use large drum brakes on all four corners, the Matador ran disc brakes front and rear, which proved a real advantage. It was at the 1973 event at Riverside International Raceway where the American Motors NASCAR entry saw victory, with Donohue winning by a significant margin. The big Girling disc brakes performed flawlessly, and the Penske pit crew was able to quickly change pads at pit stops, helping maintain a high level of braking quality throughout the race, very important on a tight and twisty road course like Riverside.

Aerodynamics hampered the 1972-'3 Matadors from running with the pack on the superspeedways, but the re-designed '74 body shape, which was three inches lower and much more slippery, greatly helped



To celebrate the victory, plus to promote the new line of '72 Javelins, AMC ran colour advertisements showing the race car from the 1971 season and a production Javelin AMX as a way to connect the 'win on Sunday, sell on Monday' philosophy to potential customers.

the Penske team on the larger tracks. At the Atlanta 500 the Matador ran in second position for many laps but, due to some bad pit stops, dropped down to a ninth place finish. When the Firecracker 400 race came up, Penske had signed Bobby Allison to drive, and with that came sponsorship from

the traditionally painted red, white and blue Matador became the first AMC vehicle ever to win a NASCAR oval track event. Needless to say, the media coverage that generated was sufficient to convince AMC officials the extensive programme had not been in vain.

There was a dark spot, however, to that California win, as post-race inspection revealed the AMC engine was equipped with roller cam lifters and that modification did not comply with NASCAR technical rules. The win still stood, but there was a large cash penalty for the infraction (followers of NASCAR today will know that such rule 'bending' is almost a day-to-day occurrence and does nothing to slight the cars or teams in the eyes of the fans!).

1975 started off great for the Matador as Allison won Riverside, plus saw victory at a 125-mile qualifying race at Daytona, coming in second at the Daytona 500. The Matador also won at Darlington and at the Rebel 500, which prompted Roger Penske to reflect: "To win on a road course in January is one thing. But to win one at Darlington in front of the Southern fans is something you can't match. Did you see that car run?!"

With the help of Penske Racing, AMC was able to repeat the success it had seen at the drag strips with its other product lines, and put its winning cars in front of literally hundreds of thousands of eager spectators, all of whom needed a car to drive to and from the race tracks, and to work on Monday morning. The huge financial gamble to go racing paid off, and proved to be the best way possible for the company to add some excitement to their product line, and to leave behind their stodgy economy car image. It took a lot of money and a lot of hard work and dedication, but America's number four auto maker proved it had what it took to mix it up with the 'Big 3' and, along the way, win its share of the gold. **AMERICAN**



Bobby Allison added much excitement to the fans of American Motors motorsport when he won on the superspeedway with the 'bug-eyed' second generation Matador race car. He would later go on to say it was one of his all-time favourite race cars.

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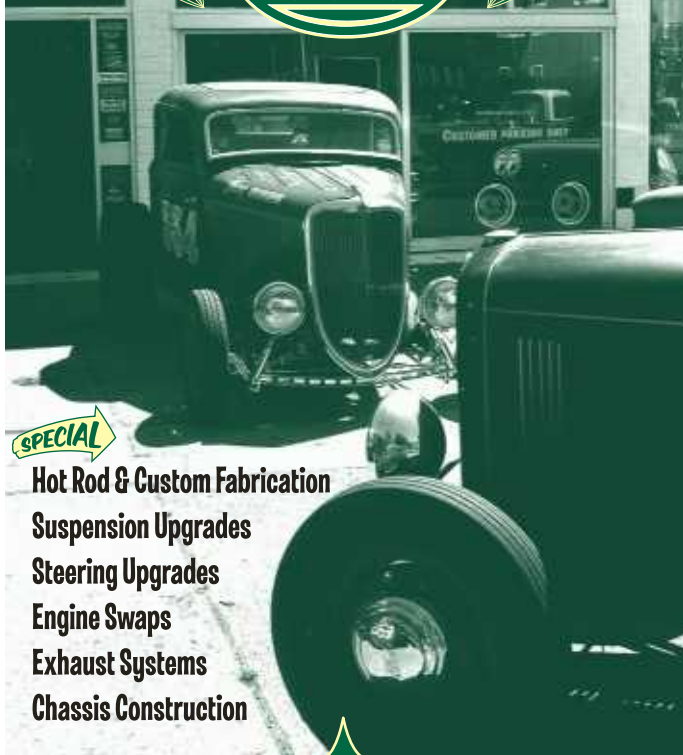
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■ Words and pics: James Maxwell

Some call SEMA an automotive freak show, and at times it can be a bit extreme, but whether it's your first time walking the aisles or you're a seasoned veteran, the SEMA Show always provides something of interest for every automotive passion. The 2015 event was bigger than ever, staged over four days in the huge Las Vegas Convention Center. If you

wanted to take it all in, you needed all four of those days, but even then there was too much to see.

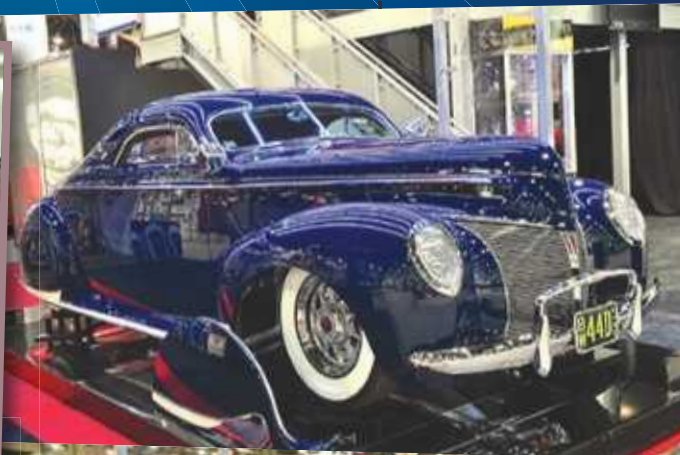
Manufacturers take pride in showcasing

quite the debutante's paradise

their new products at this annual event, and car builders know the world will be there to see their latest creations, so it's become

quite the debutante's paradise. We could fill a whole issue with what was there, but this is our pick of the best from 2015.

The 2016 event will take place from 1-4 November so, if you're somehow connected to the auto industry (remember this is a trade-only gig) put that date in your diary, and be prepared to be overwhelmed. See www.semashow.com for more information.



It began with a stack of flat aluminium sheets and an idea to create an American-built car with classic French coachbuilding design ideology, specifically in concert with the 1938 Delahaye 165 Cabriolet. Called *Aquarius*, Marcells did the body, the styling came from builder, Rick Dore, and Eric Brockmeyer, and it's got an LS1 V8 powertrain. It's the latest addition to the impressive fleet of customs owned by James Hetfield of *Metallica*.

Rob Ida built this incredible 1940 Mercury 3-window coupe for Jack Kiely over a seven-year period. There are so many subtle body mods it's too much to absorb in one go, but four-wheel fenderskirts (the fronts turn with the wheels), suicide doors and a completely re-shaped top are some of the more obvious. Unsurprisingly, it won the Ford Motor Company Design Excellence Award at the show.

Built as an exhibition vehicle in 1969 by Gary Weckesser and stuffed with four injected Ford Windsor engines, the Mach IV Mustang four-wheel-drive race car was parked until 2013, but has been fully restored as a rolling example of just how crazy things got in the drag racing scene in the late '60s. It's now part of the Galpin Ford collection.



A '67 Buick Skylark is an unlikely base for a street Funny Car project, but Pro Touring guru, Steve Strope of Pure Vision, nailed his balls to the wall with this work in progress. Power is a 426 Hemi topped by a 6-71 supercharger, the tube front axle and spindle mount wheels are moved forward a few inches, it's got a rake to die for and zoomies poking out in the front wheel openings. Too cool.



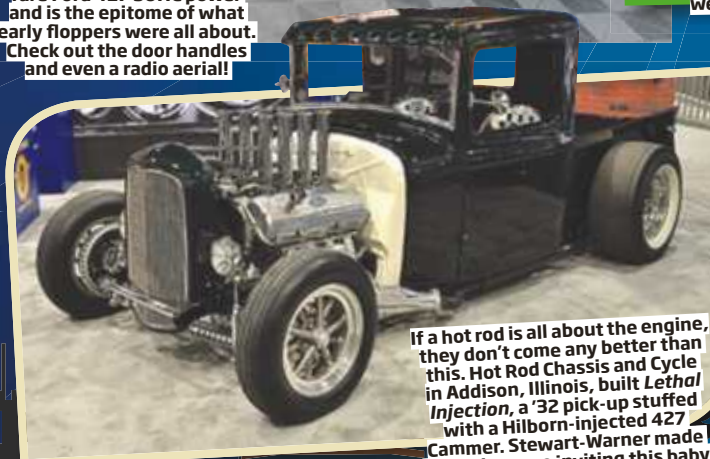
Another one from the impressive Galpin Ford collection is this 1970-era Ford Maverick Funny Car recreation. The car features rare Ford 427 SOHC power and is the epitome of what early floppers were all about. Check out the door handles and even a radio aerial!



A couple of years back, some original restored Zingers stole the show, and this pair of Zinger-inspired creations certainly got people talking this year. The paint on both was awesome, but we particularly liked the '60's Chevy van with its twin Holleys and zoomie headers.



When new, the '62 Dodge Dart had a look only serious Chrysler lovers could embrace, but all these years later, the unique lines are desirable in their own right. This Super Stock tribute by Mopar specialists, Mosher's Performance, has a cross ram 2 x 4 Max Wedge motor, full 'cage and period perfect detailing. Love it.

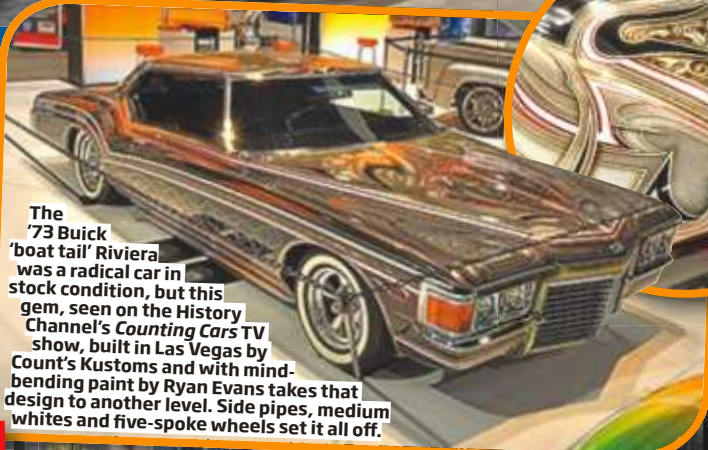


If a hot rod is all about the engine, they don't come any better than this. Hot Rod Chassis and Cycle in Addison, Illinois, built *Lethal Injection*, a '32 pick-up stuffed with a Hilborn-injected 427 Cammer. Stewart-Warner made the right move inviting this baby into their booth.

Chris Carlson built this 1949 Buick with a number of trick body mods that give it a look unlike anything seen around Buick dealers. The top chop is 3.5 inches in the front, eight in the rear, headlights are '56 Oldsmobile, the rear fender bulges have been moulded in, the front bumper re-worked and that revised and pie cut bonnet opening is smaller than the original.



The '73 Buick 'boat tail' Riviera was a radical car in stock condition, but this gem, seen on the History Channel's *Counting Cars* TV show, built in Las Vegas by Count's Kustoms and with mind-bending paint by Ryan Evans takes that design to another level. Side pipes, medium whites and five-spoke wheels set it all off.



The Gibson Performance Exhaust booth featured this bare metal '58 short-bed F-100, a work in progress by Scott's Hotrods 'N Customs of Oxnard, CA. Subtle chop, full de-seam, LED tail lights and custom exterior trim were just some of the details on this truck, but the flawless sheet metal was what caused a commotion.



Bonnell's Rod Shop created *Impulse*, a radical '68 Camaro that's been chopped and dropped over big-inch rollers, making for a sort of aerodynamic 21st century Pro Street. Paint is by PPG and wheels are by Forgieline. Dig that stepped stack injection poking through the cowl induction hood.



Amsoil showed off Equadoline, a stretched and tube-framed '62 Ford Econoline pick-up, equipped with four 4.6-litre, DOHC, 6-71 supercharged V8s and Corvette C7 suspension. Yes it runs, and drives, putting its power to the ground via a 6-speed manual Getrag transaxle. Yes, it's totally ridiculous and answers the question nobody asked!



Quite simply, Eric Peratt's Pinkee's Rod Shop in Colorado don't get it wrong, as evidenced by Keith and Judy Hill's 354 Hemi-fied '33, Coupe du Jour. Trick details are everywhere you look on this car, but it's the perfect chop, wedge-channel, stance and those one-off Curtis Speed mags that stop you in your tracks.



Hats off to those GM stylists who came up with the '61 Cadillac. The stock body lines are sleek and stylish, but combined with vibrant Ivy Green Metallic paint, saddle tan leather interior, trick gold hued wheels, Coker Classic whitewalls and Viar suspension, they take on a whole new level of style.



Goolsby Customs brought this '69 Mustang to Vegas and the highly modded ride features numerous machined parts, custom tucked bumpers and a Coyote 5.0-litre powerplant under the bonnet. Ground effects and a hood scoop that extends into the cowl are just a couple of the creative enhancements on this wild looking ride.



The mid-'60's C2 'Vette is fast becoming a favourite with the Pro Touring crowd. Here's the 1964 car from Greg Thurman, which has power coming from a Lingenfelter Performance Engineering engine, RideTech suspension and Forgeline DE3C rims finished in black chrome.



Ryan's Rod & Kustom created this spectacular 1949 Cadillac convertible, dubbed Golden Empress, which literally gleamed in its coat of PPG Gold Pearl and clear. Chuck Hanna stitched the interior and the engine is a '59 390ci Caddy unit with four chromed Strombergs. This car has mojo baby.



Front and centre in the Mother's booth, and taking home the coveted Mother's Shine Award, was Don and Carolyn Smith's incredible Y'D Open '32 Fordor sedan, built by Jeff Kinsey at Hot Rods by JSK. The 312ci Thunderbird Y-block and Axalta Orange Crush paint catch you eye, but the lack of B-pillar is the real trick bit.



This stretched and pinched '69 Camaro-bodied machine was Jeff Lutz's ride in the hotly contested 2015 HOT ROD Drag Week series. Lutz didn't win this year, but did pedal his twin turbo Pro Mod to a 6.05 / 251.95, and drove it the 1,000+ miles across America demanded by the series!



This wild PPG purple-hued 'Bird had a lot of people guessing. It's a combination of '67 and '70 Ford Thunderbirds and was built by Eddie Potestio from a Steve Stanford rendering.

Trick bits



There was a lot of cool Buicks at SEMA this year, but this 1950 Roadmaster, built by Jonathan Ward's ICON in Los Angeles, struck a chord with many visitors. Dubbed *Derelict*, it's unrestored on top, but state-of-the-art underneath, with an Art Morrison chassis, supercharged LS7 Corvette power, jumbo Wilwoods and discreet billet solids with BFG G-Force rubber. This is the current patina trend done right.

This, on the other hand... Taking a near-new Ford Mustang and giving it the 'fauxtina' look is not only pointless, but lacking originality. Painted on the side was 'You don't like us, and we don't care'. Well, that works both ways pal.



The 1968 Chevelle isn't a common choice for SEMA show cars, but the clean lines and tucked bumpers of this one, highlighted by candy red stripes made it a stand out. Kindig It Designs in Salt Lake City built it over an Art Morrison chassis, with power coming from an LS7 Corvette motor. Refreshing.



We're pretty sure this is Ron Meis' Kindig It-built *Blue Suede Shoes* '59 Buick Wildcat hard top, just in a fresh coat of gloss. One-off wheels are cool, but cooler is the late model LSA motor disguised as a Nailhead.

This year's SEMA show car from the Ring Bros. was a '65 Fastback named *Split/R*. With extended sills and front wings that wrap under the car into a flat under tray, it's a serious road racer. The engine is a 427ci small block (yep!) Windsor, while Detroit Speed Engineering and Quadralink suspension keep it planted on its 18 and 19-inch HRE wheels.



Following in the footsteps of NASCAR, 2016 will see tunnel rams and dual carbs gone from NHRA Pro Stock forever, replaced by this mandatory Holley HP EFI system with a spec throttle body, together with 160lb/hr injectors, coil-on-plug (coil pack) ignition and a built-in 10,500rpm limit.



If you want EFI but the look of a carburetor, Holley's new Terminator Stealth series throttle bodies are sure to be popular as they offer the closest thing to a classic 4150 series carb, but with all the benefits of EFI.



In 1965, the Cragar S/S (Super Sport) wheel was born and the iconic 5-spoke went on to become the most popular aftermarket wheel ever. To commemorate its 50th anniversary, Cragar has come up with these special 9099 centre caps. Get 'em while they're hot.



There are other carb manufacturers than Holley / Edelbrock. Trick Flow specialises in street and race carburetors, with a wide product range, including (from left to right) non-choke 850cfm with mechanical secondaries, electric choke 650cfm with mechanical secondaries and 1,050cfm race Dominators.



Mustang II-style front suspension remains a stalwart of street rodding, and these complete front end set ups from The Hoffman Group, which include both shocks and coils and air shock versions, shows why.



Dynacorn's Repro 1970 Dodge Challenger 'shells give rodders, racers and restorers a genuine alternative to patching up a rotten original car. Weighing 1700lb, they're said to be manufactured to OEM spec using 1006 universal-grade automotive steel.



Gear Vendors in El Cajon, CA, has an amazing product line that covers applications for just about every type of street and race vehicle you can think of. They are highly regarded in the industry and offer overdrive ratios and options that can make just about any classic American car or hot rod more pleasurable to drive in modern traffic.



Ford offered an attractive styled steel wheel as an option on Mustangs, Fairlanes and Galaxies in the '60s, but they were heavy and soon rusted. Scott Drake has answered those problems by producing this lightweight aluminium version in 15 x 7 and 16 x 8 sizes.

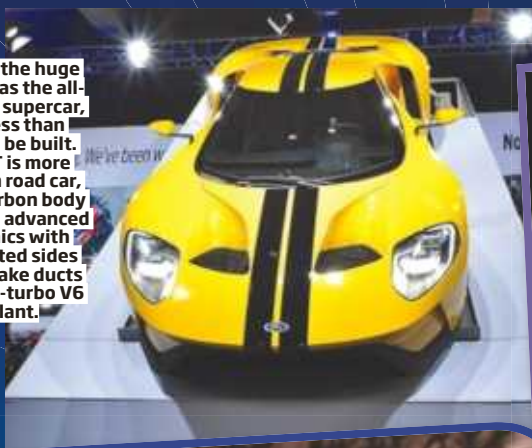


Here's something we're sure will be of interest to traditional hot rodders. Edelbrock had added W-series cylinder heads to their product line up. They fit vintage 348 / 409 engines that have those super cool W-shape valve covers. Naturally, Edelbrock do those, too.



And while we're on heads, Edelbrock also now offer CNC aluminium heads for '66-'71 426 'street' Hemis. They feature a revised exhaust valve angle to accommodate larger intake valves and brass tubes in the exhaust pushrod holes for maximum clearance with minimal port intrusion.

Big news on the huge Ford stand was the all-new 2017 GT supercar, of which less than 1,000 are to be built. The new GT is more a race car than road car, with a full carbon body structure and advanced aerodynamics with deeply waisted sides and huge intake ducts into the twin-turbo V6 powerplant.



Unsurprisingly, Ford is using the new EcoBoost V6 GT as the basis for an all-out attack on the 2016 Le Mans 24-hours, hoping to suitably commemorate the 50th anniversary of the manufacturer's famous 1-2-3 overall victory with the original GT40 in 1966.

Also inside the Ford display area was the 2016 Formula Drift car that will be driven by the talented Vaughn Gittin. A 900bhp, 436ci Ford Performance / Roush-Yates race engine, 50 / 50 weight distribution and a 2,800lb running weight should make this one potent Pony.



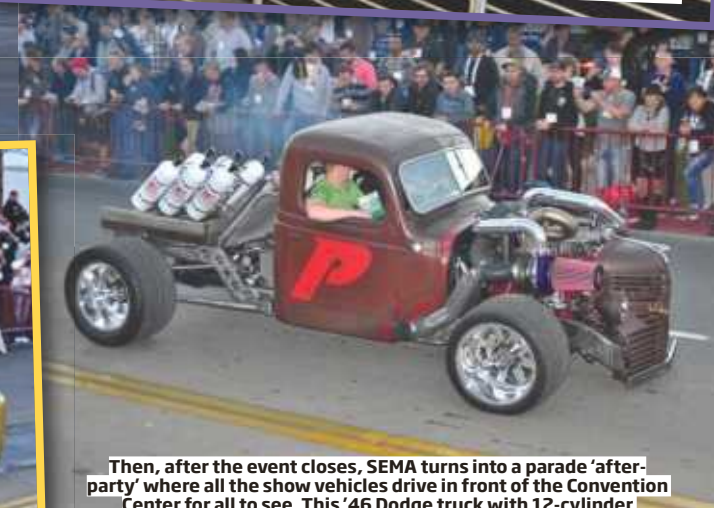
It's not all static displays either at SEMA, a huge area of the parking lot is set aside for an Autocross track and other action displays over the course of the event. Here, a 'fake snake' is put through its paces, with the passenger inevitably watching the whole thing through their smart 'phone!



The 1970 season was a high water mark for aerodynamics in NASCAR and Richard Petty's famous no.43 Plymouth Superbird was one of the most successful of all the winged cars. This is an authentic car from Richard Petty's personal collection and drool material for Mopar fanatics!



Back on the internet after a long time away, ace hot rod illustrator and designer, Jeff Allison, was just one of the artists with a presence at SEMA. Check out www.jeffallisondesign.com for more of his 'almost cool' art.



Then, after the event closes, SEMA turns into a parade 'after-party' where all the show vehicles drive in front of the Convention Center for all to see. This '46 Dodge truck with 12-cylinder Cummins diesel and enough nitrous to blast a boulevard was one of the more outlandish vehicles to take part, while the air-riding Ford C750 COE with matching paint Model A coupe from Dan Hogan's Hogie Shines in Arizona got a huge cheer from the crowd. Guess what? That COE's diesel powered, too...

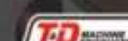
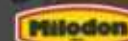
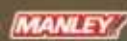
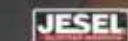
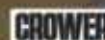
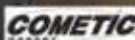
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SoCal Diaries

Ex-CC editor Kev Elliott now resides in southern California where he works for Street Rodder magazine.

In his spare time he keeps a diary of what he gets up to at the weekends.

This month Kev takes a look at an Orange rod shop, confused by roundabouts.



Circle City Hot Rods

There may be hot rod shops all over southern California, but the style and quality of work they do varies


enormously. If you're a fan of the Diaries, you'll most likely be somewhat interested in traditional hot rods and customs, and one shop that consistently turns out top quality work in this arena is Circle City Hot Rods in Orange. The 'Circle City' part of the name comes from the fact that Orange has one of the very few traffic circles, or roundabouts, in these parts, while the 'Hot Rods' part is self-explanatory.

Owner, Jimmy White, is a long-time hot rodder, once being a member of the *Shifters*, but he's also worked at race car shops, off

road fabrication shops, and even at Hot Rods By Boyd, all of which means he knows his stuff, with his TIG welding in particular being second to none. In fact it was Jimmy I trusted to TIG weld the rollcage structure on my own race car, once I'd tacked it together.

There's a small team of craftsmen working at Circle City, the longest serving being Omar, whose talent for sheetmetal fabrication goes well beyond his years, and

his TIG welding in particular being second to none

while it may not be the tidiest shop around, you know work is being done there. I'm lucky to count Jimmy as one of my friends, let's hope it stays that way once he sees this surprise shop tour, as he wasn't around when I shot these pics! 



Lincoln Zephyr bodyshell is in for sheetmetal repair and fabrication.



The car Jimmy was, and probably still is, famous for, his Hemi-powered A coupe. A YouTube sensation when a video of it appeared a few years ago, it sits in the corner of the shop, though he did bring it out once last year. His workmanship is way beyond this level nowadays.



'40 Ford convertible received a lot of top quality metalwork at Jeb's Metal & Speed a few years ago, now at Circle City for a pair of hand-fabbed fenderskirts.



Just another real steel '32 5-window, a repeat customer after the shop built an early '50's Chevy for the owner that wound up in *The Rodder's Journal*.

Jimmy's flat-bottom boat with dual quad Ford V8 power, a survivor named *Empty Pockets* that he gets plenty of use out of. '34 coupe and roadster bodies await their turn on the racking.



Chopped A sedan looks like it'll be a whole lot of fun, not to mention a handful, once complete. By the looks of the way it's going, it's got Mike Pye's name written all over it!

Early Hemi with a tri-power anyone?



Circle City is building the chassis for what will be a Flathead-powered Bonneville racer. This is one of the new steel 5-window bodies from United Pacific Industries.

Work rotates around the shop dependent on customers' budgets. This coupe is patiently waiting its turn.



You'd be hard pressed to find another shop with so many ongoing traditional builds.



The '40 convert' showing Omar's handiwork on the skirts and fenders.



This is what the Hemi lives in - a vintage glass fibre sports car based on a highly modified '50 Ford shoebox chassis. The shop has completed an amazing amount of work on this car over the past couple of years



Jimmy has a reputation for building traditional cars, but also loves to go fast. This Mustang is coming together as his personal, um, 'late night' race car!



That ought to get the Mustang moving along...

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What **lies** beneath...

Such is the popularity of early American commercial vehicles these days, it takes some doing to stand out from the crowd. We reckon Sid Hogarth's achieved it, and that's before you look inside, or underneath...

■ **Words:** Mike Renault **Pics:** Matt Richardson



Somewhere under that pinstriped and airbrushed cover is a stock, 262ci, fuel injected V6 from a Chevy S10. Whilst it has the power to tow a caravan, an LS V8 upgrade is on the cards. The bonnet is now side hinged and Sid reckons it opens and closes "in a way the best German engineers would be proud of."

When people see Sid Hogarth's '49 Chevy panel van, nicknamed *The Gravel Grazer*, some think it's a hearse, but in fact it's a fire engine. Or it was. "It belonged to the South Wayne Volunteer Fire Department in Texas from 1949 until 1964 when it was parked in a field and apparently left there," explains Sid. "My wife, Sharon, saw it on eBay and bought it as a project to celebrate our 25th wedding anniversary."

The couple are no strangers to old American iron, Sharon's daily drivers have usually been Chevy trucks, most recently a '54 Chevy stepside. Other vehicles to grace the Hogarth driveway include a '73 RS Camaro, a Super Comp '67 Camaro SS that ran mid-8s and a 2002 Chevrolet S10 pickup, which they'd sold – we'll come back to that in a moment. "We also had a gorgeous '63 Corvette we campaigned in Super Mod under the guidance of master engine

builder, Jeff Bull," remembers Sid. "We built it from the ground up and it was running in the 7s, but after the motor needed a rebuild we began looking for something less angry on the pocket."

"We like vans and trucks, especially the early 1950's look," says Sharon. "When we got this '49 it had no doors, bleached paint, a stock 235ci straight six and six-bolt wheels.

home and just tore it all apart." Why not just buy another Chevy S10? "We knew and trusted that truck," explains Sid. "It was mechanically sound, drove very well, had ABS, electric windows and air bag suspension. It was a good base and I wanted to make something that hadn't been seen before. I ripped the body off and that ended up fitted to a Land Rover.

a project to celebrate our 25th wedding anniversary

It looked like it had gone to hell and back." Needing to update all the running gear, the logical solution was find a more modern chassis then drop the van body onto it. Their research suggested an S10 would be perfect. "We bought our old S10 back from the lad it was sold to," laughs Sharon, "and then felt guilty because he enthused about how he'd just repainted it and we got it

"Being a crew cab chassis, there was a join in the middle where the frame was extended, so I cut it there and shortened it to match the van's wheelbase. The van had no floor anyway as it had rusted away in the front and the rear was wood, so I channelled it until it looked right – which was when the rear wheels were almost touching the wheelarches – then tubbed the rear."





Sid knew he was going low with the Chevy, so also re-mounted the fuel tank higher up in the frame.

Not a spring bonnet

When I ask to see the engine, the couple laugh. They've fitted a modern-style cover over it so there's actually very little engine to see. But I'm impressed by the bonnet opening on a hydraulic ram that once used to raise and lower a Peugeot 306's roof. "When I first engineered the bonnet, it opened like a clamshell in two halves," explains Sid. "It looked the mutt's nuts, but I couldn't reach anything in the engine bay, so I welded it back together and spent a load more hours side hinging it." The motor itself is the S10's standard 4.3-litre, fuel-injected, Vortec V6, backed to the stock 4L60-E 4-speed with overdrive. "We wanted to tow our caravan to shows," says Sharon, "so mechanically it's been left standard for practicality."

An Air Ride Technologies Pro Ride Level 2 system with digital control does away with much of the stock Chevy suspension

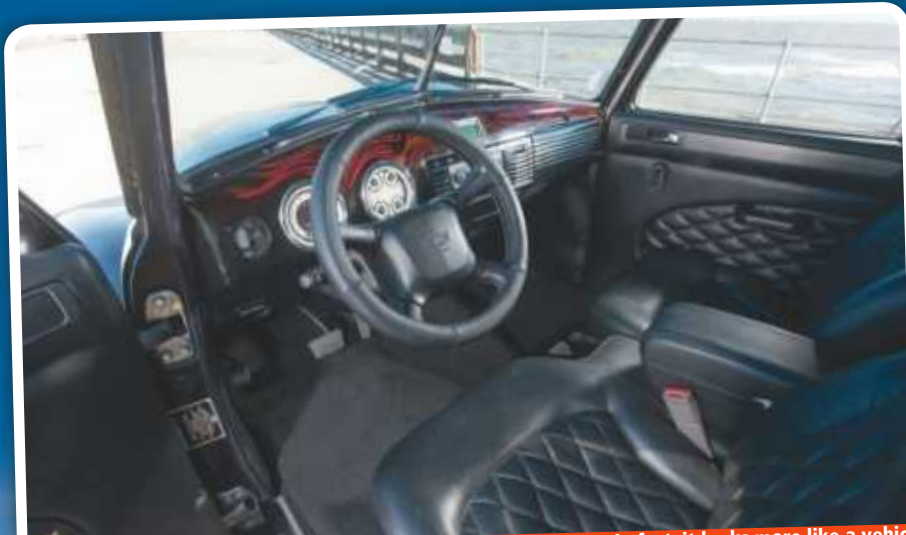
replacing the front coils with Shockwave combined bag / dampers and the rear leaf springs with a 4-link and bag over shocks. With a bit of chassis modification, this drops the Chevy right to the ground. Stopping power comes from Baer six-pot calipers up front and standard drums at the rear.

← Pirate chest is a 19th century antique that the couple felt fitted the theme of the van. It sits surrounded by rosewood stained to match. The number plate, 'S10 TRK' could refer to Sid's truck, but equally gives a clue as to what lies beneath.

While the chassis has undergone major transformation, the body has undergone more subtle work. You might recognise that's a '55 Chevy front bumper, but it's glass fibre, courtesy of Dale at DRE, and Sid has since narrowed it to fit the smaller '49 front end. "That '54 grille was originally on my truck," remembers Sharon, "until I found a chrome one I liked better, so Sid

It looked like it had gone to hell and back

put it to one side." Sid also fabricated deep custom headlight surrounds that extend the wings forward and effectively french those smoked Golf GTi headlights by around three inches. The wings were further re-worked to bring them level with the bumper. "I got them second hand and they were a bit tatty, but fortunately most of the rust was in areas I was planning to cut off anyway," laughs Sid.



One look inside and it's clear this isn't your average '40's pick-up. In fact, it looks more like a vehicle from the 2000s, which is precisely what most of it is. Black diamond stitch leather seats give the interior a traditional vibe, but all the controls are thoroughly up to date. The hand striped and flamed dashboard reflects the Chevy's previous life as a Texas fire truck.

↓ Extreme lowness is a combination of air suspension and a channelled body, while those partially hidden rims are Boss 338s with graphite painted centres, measuring 18 x 8 on the front and a whopping 20 x 12 on the rear. That alone gives you some idea how big this truck really is.





Yep, that's a '55 passenger car front bumper, plus a '54 truck grille and they're Golf GTi headlights hiding under those extended peaks. Sid reckons the Chevy could sit even lower, but the ground keeps getting in the way...

Half pipe

Sid's welding machine was also working flat out joining sheet steel to sections of exhaust pipe cut in half lengthways to produce those elegant running boards, while the rear wings were narrowed three inches and had round bar welded to their edges to continue the flowing lines. The filler cap is a machined down top from a shock absorber. It's all second nature to Sid,

spotted at the 2013 Nats and cut down to fit the Chevy. "We toyed with powder coating, or even chroming, it but, in the end, decided we liked the look of it as it was," explains Sharon. The taillights were also found at the Nats and come from, er, "something old."

Round back, there were once double doors but Sid welded them together into a one-piece unit, which good mate, Steve

it came up so bloody fast I was frightened it might kill someone

who describes himself as "an artist, painter and welder". You can see more of his work at www.specialistindesign.co.uk.

A set of replacement cab doors were sourced but, of course, Sid couldn't put them on stock, so he added the handles and mechanisms from an Audi A6, just to be different. "I took time getting the panel fit perfect, I'm really proud those doors close with a gentle click first time, just like a modern car." The sun visor was

Mantrip, then moulded in glass fibre.

"Steve's done a number of our projects over the years," explains Sid, "including the stretched front end on Terry and Craig Gibb's Obsession Racing '69 Camaro and lots of creative work on Chris Orthodoxou's 7-second Viper." The door now rises up on another hydraulic ram. "I had it on air rams at first," continues Sid, "but it came up so bloody fast I was frightened it might kill someone."



"It drives about the same as the S10 did," Sid told us. Not surprising really, as beneath that 1940's exterior that's exactly what it is!

The mating game



The main ingredients were a well-used '49 Chevy panel body...



...and a tidy looking, well maintained Chevy S10 pick-up.



The S10 chassis waiting for its fresh bodywork – so that's what the V6 engine looks like.



The body was channelled to the max.



Part way through the painting process.

Blackest black

Then it was time for some colour. "Sid wanted it rat rod matt black, while I prefer glossy and shiny as it shows off his skills as a painter and is easier to keep clean," explains Sharon. "Matt black wasn't cutting it, so we tried entirely satin black, which we both hated!" Their final compromise is a combination of what they both like – House of Kolor blackest black with a matt PPG clear coat over parts of it, and it works really well. The couple did their own airbrush graphics and pinstriping, too. "I say it took me two years to build it..." says Sid with a grin, "and 18 months of that was arguing about the paint!" On that note, I ask how involved Sharon was with the build. "I interfered with the design from time to time," she laughs modestly.

I say it took me two years to build it...

Moving inside, the standard dashboard was all set to receive digital dials, until the couple decided instead to retain a traditional vibe with Classic Instruments gauges. The seats are straight out of the S10, but have been re-covered in black diamond quilted nappa leather, courtesy of Geoff at GB Upholstery. Sharon and Sid made the door cards themselves and airbrushed the dashboard with realistic flames to reflect the fire truck heritage. The rear floor and much of the rest was finished in rosewood by Jonathan 'Gedgy' Gedge, a customer for whom Sid is currently building a Chevy V8-engined Skyline. The rest of the interior look is achieved with "a few metres of Alcantara roof lining and rattle cans of spray glue."



When Chevrolet originally built this van, there were steel double doors hinged at the sides and, while at first glance it still looks like that, it's actually now a one-piece glass fibre door hinged at the top. Twin exhausts exit through the offside rear wing, saving them from being squashed when the suspension drops.

Lurking in the back is also a 19th century American pirate chest found on eBay. "The size, colour and authenticity of it really appealed," says Sharon, and it proved the perfect finishing touch, and a handy place to store gold, too.

of condition that was in."

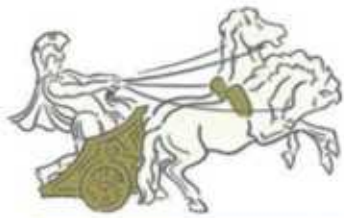
So what's next? "Sharon's just bought a six-cylinder '64 Chevy pick-up that I've lowered and dropped a nice V8 in – that's our daily while I get on with my '68 Camaro. When I retire I want to build a

...and 18 months of that was arguing about the paint!

"I wouldn't have done anything differently, it was a labour of love," says Sid, "but in the future I might drop in an LS motor – just so it pulls a bit faster. The worst bit was of the whole job welding up all the holes in the body. The firemen had put wood all across the roof so they could stand on it, so you can imagine what sort

COE version of one of these into a car transporter to transport our projects in style." Sid also mentioned plans to take a 1950's Chevy panel van to Bonneville and attempt to get into the elusive 200mph Club. Clearly, he has every intention of living up to the motto of his business, 'Life's too short to be subtle.' CUSTOM CAR





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Creating a show-stopping custom like this is as much about what you don't do as what you do do. Despite its obvious charm, there's no luck involved

■ **Words:** Mike Pye **Pics:** Matt Richardson

They say time goes quicker when you get older but I didn't believe it until I, well, got older. It seems like only yesterday I was standing in Miles Sherlock's back garden directing the photoshoot that went on to become the cover feature for our June 2008 issue. Naturally, being a nosey hot rodder, I spent some of the day poking around Miles' garage, in which was his 1950 Shoebox Ford project. The body was off and sitting on trestles, looking a bit sorry for itself, but the chassis looked a long way down the road. The clean, bare 327 block was sitting in a black painted frame on a holesaw'd Hurst-

style motor mount. The two-speed 'Glide was in, the air bags were fitted – sort of – and it sat wickedly low to the ground on a fresh set of wide whites. In short, with my hot rodder's rose-tinted spectacles on, it was

Seven-year itch

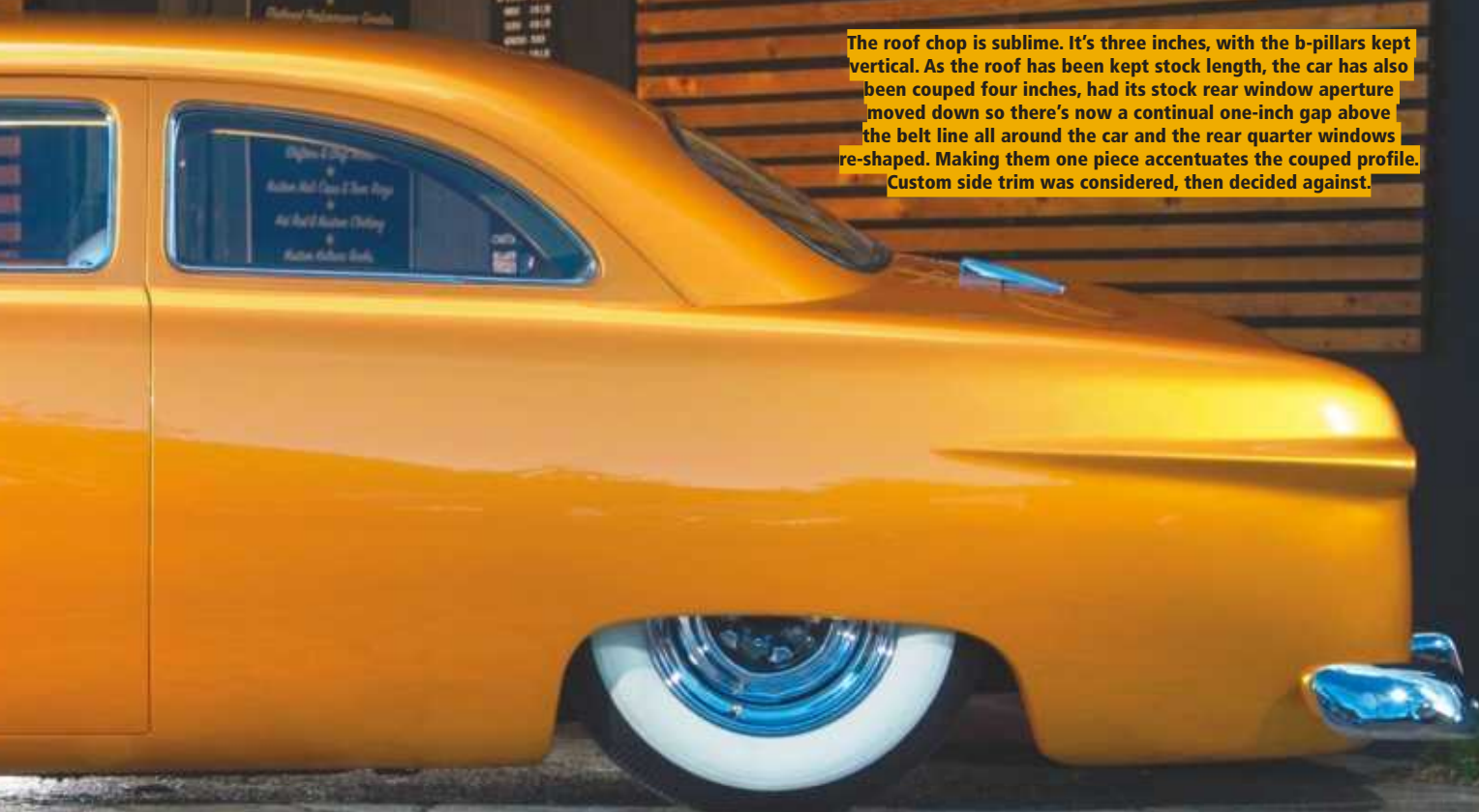
That, however, was seven years ago. Perhaps it needed a bit more work than I realised. Miles: "The car was originally imported from the States in 1989. It was

I wanted a delicate roof line without the usual leant forward back window look

virtually done. Besides, Miles is the owner of JackHammer Hot Rod & Kustom Supply, so if he's not got the parts on the shelf in his own shop, he knows where to get them, right?

driven around stock for a while, then taken off the road to do some custom touches. Time passed, and the car just ended up being left, with various parts disappearing

Talisman



The roof chop is sublime. It's three inches, with the b-pillars kept vertical. As the roof has been kept stock length, the car has also been coupé four inches, had its stock rear window aperture moved down so there's now a continual one-inch gap above the belt line all around the car and the rear quarter windows re-shaped. Making them one piece accentuates the coupé profile. Custom side trim was considered, then decided against.

over the years. I'd always wanted to do a custom, and a friend of mine knew that, so called and told me about this car. I actually bought it before I'd finished my Falcon Gasser [CC cover car, April 2006] and that had to go to finance this. I was so excited about the whole idea I didn't stop to

Meanwhile, Miles continued working away on the chassis in his garage at home. Wanting the car low, but not 21st century low, Fatman Fabrications dropped spindles and dropped steering arms went in, together with Air Ride Technologies CoolRide bags in place of the factory coils and a pair of one

C10 trailing arms to get the back down real low," explains Miles. That meant adding a Panhard rod and a crossmember above the axle, with the air bags mounted between that and the axle itself. It also meant a hefty chassis notch would be required to allow the desired axle movement.

I pretty quickly realised the chop had only just started...

think that what I was actually buying was, essentially, just a ton of work!"

Shortly after that CC photoshoot, the body was sent down to Marco Warren at Juarez Traditional Fabrication in West Sussex where it spent a year, as Miles put it, "having all the bad cut out and the good put in."

inch lowering blocks. As this left no space for dampers, they've been re-located to just ahead of the stock A-arms. The rear axle was originally left on parallel leaves, with the axle flipped above them and lowering blocks between the two. "But then a chat with Kev Elliott led to me sourcing some '60's Chevy

Stepping up a notch

With the majority of the work completed on the frame, a plan was made with Marco to reunite the body with the chassis at his workshop and, whilst it was there, to do the aforementioned chassis notch.

By now, Miles had rebuilt the '64-vintage, 250bhp 327 Chevy using an early Nova front sump, which offered the required steering arm clearance the stock sump didn't.

With the body now solid and back on



Car's stance has been carefully dialed in so it looks like it's just hovering above the ground when parked, not laying frame in the way that's currently popular, but wasn't how these cars were built in their heyday. What's nice to hear is that it's been lowered with due consideration for scrub line and any potential failure in the air ride system.

the chassis, it was time to discuss the modifications that would turn the car from essentially a lowered stocker into the full custom Miles craved. Miles: "I wanted a delicate roof line without the usual leant forward back window look that is so commonly done on these cars. We decided

radical body modifications will know, planning is a third of the job, cutting and welding another third, but turning that into something ready to paint is another third again, and can easily be a lot more. Having access to a second car – in this case a decrepit four-door model – for

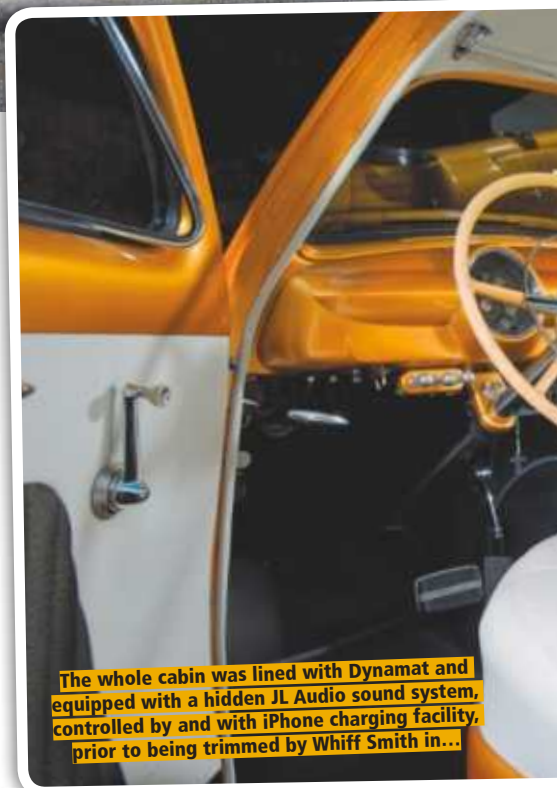
The mica and pearl in the paint makes the gold flip to tangerine, then to copper

that to achieve that, the roof had to be couped four inches, as well as chopped three. The b-pillars were kept straight to accentuate the length of the doors and the rear quarter windows shortened, giving more of a Mercury look to the roof line."

As anyone who has undertaken such

little body cuts and trim parts really helps. "Marco excelled at the job," recalls Miles, "but I pretty quickly realised the chop had only just started..."

The rest of the car's subtle body modifications were undertaken at home – nosing, decking, frenching and



The whole cabin was lined with Dynamat and equipped with a hidden JL Audio sound system, controlled by and with iPhone charging facility, prior to being trimmed by Whiff Smith in...

The golden touches

Though the paint is anything but, a great deal of thought goes into building a car as subtle as this. The key ingredient to bringing it all together successfully, however, is restraint. Miles wanted a car that reflected the heyday of custom cars in the mid-'50's, right on the cusp of when the whole movement changed more toward lowriders, and stuck to that, with the only concession to modernity being the use of air bags to make the car more useable.



Not 2½, but 3¼-inch BFG Silvertown whitewalls. That extra ¾ of an inch makes all the difference.



Yellow fog light in place of the car's signature bullet trim works a treat.



Just plain ol' chrome steels, 6 x 15s, but chrome nuts and gold crown valve caps add spice.

shaving. New front wings and a boot lid came from the States, a bonnet from The Netherlands. "That came off an old custom and already had radiused corners, but I wanted a mid-to-late '50's look for the car, more of an early lowrider really, and they weren't doing that sort of stuff then. I just wanted it smooth, but still with all the factory lines." The roof chop then continued. All the garnish mouldings had to be cut down to size and silver soldered back together, the winder mechanisms needed modifying, the rear quarter windows lost their quarter lights completely, while the door windows had theirs cut down and re-shaped, and templates were required for all the new glass. See Miles' previous comment about the chop only just having started.



Big Wednesdays

Somewhere in the middle of all this, Mark Flitney from F H Ellis Coachworks stopped by for a nose and said he'd love to paint the car. Eight months of Wednesday evenings later, the body had been gapped, filled and rubbed down ready for paint. A slot was booked in the booth at F H Ellis and, as Miles put it, "the dream came one step closer." Miles and another car painter friend had already chosen the Citroën Saxo Mango colour from the MaxMeyer paint chart but, just to make sure, the dash was coloured

first to see how it looked. A dash of mica and a sprinkling of pearl later, it's an entirely different colour and the go ahead was given for the full paint job. Four weeks later, when the colour sanding had just been completed, Miles received the 'call he'd been waiting for. "It was stunning. The mica and pearl in the paint makes the gold flip to tangerine, then to copper in different lights. It was exactly what I wanted. At least it was once I decided it wasn't going to be black!"

The huge hurdle of body and paint overcome, Miles was on the home stretch.



↑ ...a combination of bone white vinyl and black faux ostrich skin, which itself has a very slight touch of bronze in it to bring the outside inside, as it were. Note the lovely ribbed details Ford themselves added to the escutcheons and the grab handle on the door.



↑ The stock '50 Ford dash is a lovely bit of design, but this one's been subtly smoothed, and has the ignition now in the original column shifter hole. The centre piece is the original Crestliner steering wheel, now fitted with a new Limeworks horn ring and button. It's a beautiful piece.



Model A accessory swirled glass shifter knob picks up on the horn push and provides just enough candy in the cabin.



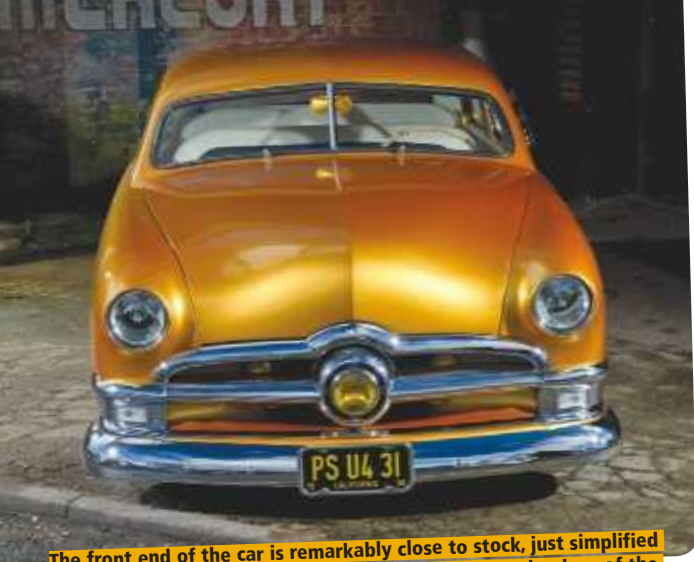
Frenched rear lights mimic headlight treatment. Tail lights use Lee Lenses, with the stock chrome trims retained.



Faux ostrich skin adds a bit of texture to the interior, but also has a touch of bronze to it to keep the colour theme flowing.



Mercury bezels welded on and clear lens headlights mounted from behind give a more refined look to the front wings.



The front end of the car is remarkably close to stock, just simplified and with frenched headlights and a yellow lens spot in place of the car's signature bullet trim. Bonnet corners were put back to stock after buying a bonnet that had already been radiused. It's also had the central trim strip filled and been peaked.



The rear appears more modified than the front, due to the smoothed boot lid, but it's had a similarly mild treatment – frenched lights, de-badged, along with the number plate light, and the overriders deleted. The stock fuel filler flap has also gone. The only addition is a '49 Chevy front bumper guard used as a number plate surround.

Bone white vinyl and faux bronze ostrich skin had already been chosen for the interior, but before Grahame 'Whiff's Trimming' Smith could be let loose on the car, the whole interior was covered in Dynamat and a JL Audio sound system comprising a small sub in the boot, an amp under the seat and mids and tweeters behind the dash integrate in such a way that nothing is on view.

Best of Show

"I don't do deadlines," says Miles with a smile, "but the Hot Rod Hayride was a few months away and, for personal reasons, a final push was made to get the car there as part of the JackHammer trade stand."

With a little help from friends, Miles achieved his goal and, not only did the car make it there under its own steam, he drove back with the Best of Show award on the seat next to him. "It was

with how it turned out."

Asked if it drives as good as it looks, Miles was refreshingly honest. "It drives like an old lowered car. I could have clipped it, which would have made it

This car that I'd been drawing since I was a kid was now a reality

more than I could have dreamed of. This car that I'd been drawing since I was a kid was now a reality. It was a massive amount of work to achieve it, but I didn't deviate from the original idea all the way through and I couldn't be more pleased

drive better, but it's not supposed to be a modern street rod, it's an old-style custom, and the amount of attention it gets is, if I'm honest, a bit disconcerting, especially when the sun hits it. I'm just glad I chopped it so people can't see me!"

There's no doubt building any show quality car is a massive commitment, but building a period custom like this is extremely difficult to get right. It's easy to go too far, a little bit too much out of the roof height, too many body modifications or just trying to incorporate too many different elements. It's all personal taste of course, but it's no coincidence the customs that are held up as timeless examples are the subtle ones, the ones you have to carefully consider to work out what's been done. Though Miles' Shoebox might appear pretty straightforward, it's nothing of the sort, and that's precisely what makes it so good. Quite simply, there isn't a bad angle of this car, and that, in a nutshell, is the essence of a great custom.

↓ Engine is a stock, rebuilt 327 Chevy with PowerPak heads and a trio of chromed and colour detailed Stromberg 97s for pizzazz. Other period details include a Powergen alternator (with Delco Remy badging), a black cap on the Mallory dual-point dizzy, white plug leads, braided wiring, ram's horn headers and early Corvette valve covers.



THANKS

This car wouldn't have happened without the help and support of mates who, through their businesses or own time, helped me achieve my goal. Special thanks, however, must go to Andy May for all his time and skill, Mark Flitney for the killer bodywork and paint, Marco Warren for his metalwork skills, Whiff for the stitches, Steve Harvey for the wiring, Nefarious for the hidden pinstriping, members of the Executioners and Royal Emperors for helping put the rear window in and John Haffenden because he'd only moan if he didn't get a mention.

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WHEELS OF FORTUNE

What happens when you build a race car, only to find it doesn't conform to class regulations? You become an Outlaw, of course

■ Words and pics: Jon Hill



Whilst completed in time for Gary's Picnic in 2015, Neil's still shaking the car down. His first run netted a 14.2, which he quickly improved to a 12.8, despite shifter problems limiting him to only using second and third gears. With all three cogs available at the Hot Rod Drags, he dropped two tenths to a 12.6 but, with more track time and the addition of nitrous, he reckons there's a lot more to come yet.

Whatever you want to call this obsession we're all involved with, you have to admit, there's a massive element of getting carried away. Neil Bolton is, quite simply, a Gasser freak. He loves 'em, and was intending to build something from the remains of the *Old Harper* Willys pick-up. "Trouble was, the missus hated it." Which to most of us is akin to a red rag to a bull in a stuff it, I'm building it anyway kind of way. But Neil's life is a bit more precious than that. Besides, he'd also got a rather rattled Anglia estate that was going to be the sort of simple 'hurry-up' project we've all got tucked away, either in the workshop or the back of the mind.

You know the sort of thing – Crossflow, fat steels, healthy dose of lowering, go and have ya tea. Whilst matrimonial harmony suggested the Willys wasn't a good proposition, the idea of a race car wasn't completely averse. At which point Neil's

Anglia was as rotten as you like – floors, bulkhead, front legs... it was horrible. But then it was only £200 so not really surprising, although the bits sold off halved the purchase price. Most of the original car was cut out, leaving just the

the race car route really was the only practical solution

cunning plan light came on and a 'what if I bin off the Willys and build the Anglia instead' idea lodged itself in his head. This is obviously the result.

To be honest, the race car route really was the only practical solution. "The

outer body and now it's been repaired it's so light two people can lift the body off the chassis with the doors on."

Now Neil does build cars very quickly, but then there are two of them – no, there's not two cloned Neils, but his buddy,



The back arches have been opened up and re-shaped to fit the 10 x 15 Shelby Cal 500s with 31.25 x 12.2 x 15 Mickey Thompson ET Drags. The 4 x 15 US Indy mags up front originally had a 4-stud VW Beetle PCD, but were TIG'd up and re-drilled to Jag / Chevy 5 on 4.75-inch.

Scott Mantle, who was in on the project. Neil: "He's not very keen on the you bend it, you've bought it principal, so he's got no interest in driving the car." The first job for the duo then was to construct a chassis, which is built from 4 x 2-inch box section, with a kick up at the rear, using a four-post lift as a chassis table. "It was nice and new at the time and perfectly square and flat – ideal. Plus it meant we could raise and lower it at will."

We only intended to move the front axle forward...

The plan was to set the chassis up at ride height then drop the body over the top, before fabricating the rest to suit. The inner sills were made from 3mm plate, and it's to these that the chassis now mounts, bolted on with just eight fixings. That's getting a bit far ahead though, because they actually built the chassis to the rolling stage and then mounted the body. "We fitted everything first, then did the tin work round it," confirms Neil.

The engine is a 390ci Ford FE big

block that Neil took in part payment for dropping a turbo diesel in an F250 pick-up. It turned out to be even more of a sound deal as, when the heads came off, it was clear it had only just been rebuilt. Bolted to the back of the big block is a rebuilt C6 auto' with a street / strip shift kit and a 3,000rpm converter, all controlled with a hybrid of Hurst and B&M shifter parts, with Neil telling us, "They didn't really play that well together at



↑ The straight tube front axle came off *Old Harper*, narrowed five inches to fit the Anglia. The stub axles are from a Mercedes 310 truck, whilst the discs and calipers are BMW 3-series. The installation is completed with homemade hairpins and a Panhard rod, along with a pair of Gaz coilovers.



↑ The rear axle, extracted from a rotten '69 Cougar, has been narrowed nine inches by Scott and fitted with Strange 31-spline shafts, 4.11 gears, a mini-spool, BMW discs and Granada Scorpio calipers. Location is by Neil / Scott fabricated ladder bars and a Panhard rod, along with another pair of adjustable Gaz coilovers. The five-gallon fuel cell is a Jaz product.

The Outlaw unmasked



As Neil had the foresight to make body removal a relatively easy process, the rollcage was readily accessible for final welding.



Neil boxed the rear ladders bars using 2mm plate, telling us, "It makes them look more butch, almost over engineered, and I'm good with that as it suits the overall build style." And no, it's not an optical illusion, they are angled along their length.



The Anglia's first public outing was at the Hot Rod Drags in 2012. Back then, it was fitted with steel front end panels...

Right proportions

Say it quick and that lot all sounds pretty straightforward, but the body still needed a ton of work. When mounting it on the chassis it was clear the engine and 'box were well inside the car, but the look wasn't quite what the boys were after. "We only intended to move the front axle forward, but ended up shifting the whole body four inches backwards, then radiussing the rear arches to suit," explains Neil with a grin. "That's why the status of the car's now more A/FX – hence the signwriting – than pure Gasser. In spirit, the front axle's now five inches further forward and the rear two, resulting in a three-inch longer wheelbase than stock overall [94 inch]. It's stable at speed, and fine at 100mph. You can feel it's light, but not so much that it's twitchy."

Inevitably, the aged bodywork also needed some restoration work, with new steel being grafted into numerous places



The wheelie bars, supplied by Langy's Rod Shop, were one of the few items Neil bought rather than make himself. Rather than have it painted on, Neil polished and re-fitted the original deluxe side trim that was on the car when he bought it.



The 390ci FE Ford is fitted with flat top pistons, a Comp Cams Thumpr camshaft, an Edelbrock Street Master single-plane inlet manifold and an 850 Holley double pumper, topped off with a K&N velocity stack. Neil's since swapped the heads to small chamber parts from a 360 Ford to up the compression. The Granada 2.8 radiator was in stock in Neil's Aladdin's cave and does the job it's asked to do.

when the body was mounted on a roll-over jig designed for an Escort. Even the roof came in for its fair share of work as Neil wasn't happy with it and spent time dressing little dents out and filling and sanding, commenting, "It probably wouldn't have shown under the heavy 'flake, but I just couldn't leave it. It looks and feels much better now." One-piece

...that's why the status of the car's now more A/FX than pure Gasser

blue Perspex windows enhance the look, as does the one-piece glass fibre flip front, bought second hand. "In hindsight, I wish I'd bought a new one, as second hand meant plenty of cracks that needed repairing. But then I was only going to cut it up to fit the altered wheelbase. I didn't like the look of the whole front arches moved forward, so just cut the front half this time, and it looks more in proportion



Pic: DB

...and the Volvo rear axle Neil used just to get the chassis to the rolling stage.



With everything liberally coated in gloss black, the rolling chassis sits ready to be reunited with the body...



...which was already wearing its fresh paint. Note the plan was to retain the front quarter lights at this stage.

to the 15-inch wheels now."

Neil did all the body and paintwork himself. "I'd planned a typical race-type paint job all along with plenty of 'flake in there. It took six coats of clear lacquer with 'flake in, then five more of clear un-thinned over the top to bury it. At 1¼ litres per coat, and 11 of them, it took one hell of a lot of paint!" The paint used is more commonly found adorning fairground rides and is actually a mix of blue and purple 'flake.

Do what you like

Knowing the signwriting would make or break it, Neil explains: "I didn't want vinyl, it had to be proper signwriting, and I managed to get the legend that is Terry Bull out of car retirement to paint it. He's been doing mostly commercial work lately and hasn't done a car



The trimmed down Anglia column connects to a Suzuki Jeep steering box and the wheel is quick release to aid driver access. Minimal Sun Pro gauges supply Neil with all the data he can absorb in 12 seconds. The substantial accelerator pedal is actually a bass drum foot pedal.



Although the low back Jaz seat dates back to the '80s, Neil did splash out on a new six-point harness from Rally Design. That multi-point rollcage swallowed up no less than seven six-metre lengths of 48mm tube.

for years. The brief was simple – do what you like. The name *Russian Roulette* came from the fact that with a car with this short a wheelbase, coupled with being pretty

was built he discovered it didn't conform to the class criteria. Undeterred, he formed a fresh class, Outlaw Gasser, which has more flexible regulations. Over the winter

sooner or later it'll all go horribly wrong!

narrow, sooner or later it'll all go horribly wrong!" Terry had form with the boys, having previously striped Scott's Zephyr, and has clearly lost none of his touch.

From the outset, Neil intended to run the Anglia in Gasser Circus, but when it

there's a weight bar in stainless, a new ignition system, a sniff of nitrous and a rolling road session planned – more stuff to reinforce the fact that Neil's simply got carried away, and has absolutely no intention of stopping... CUSTOM CAR

THANKS

Scott Mantle, Steve for machining, Al for the use of the workshop, Terry Bull for the signwriting and special thanks to my wife, Dawn.



The flip front's extent of tilt is limited by a couple of lengths of chain as Neil likes their old school-ness. The headers were originally bought 10 years ago for a 390 Mustang and cost a packet, but Neil cut them up to form fenderwell headers telling us, "I like making headers!"

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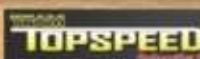


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BRENTACRE



Last time we took a look at the progress Tony Shine was making on his chopped Cortina project he'd just constructed a roll-over jig to aid readying the bodywork for paint. Since then though, work has been held up a bit as Tony's first had to recommission his spray booth, a job he's been putting off for the last eight years. In essence, he virtually had to rebuild it from scratch. A huge three-phase extractor fan was fitted in the end wall, with trunking ensuring any toxic fumes are exited out into the atmosphere. A large filtration system was fabricated and everything was given a fresh lick of paint. Oh well, at least it's done now Tony.

With that chore out of the way Tony could then set to and strip the rest of the paint off the car. Whilst it may have looked in pretty good condition when still painted, bare metalling did reveal a few areas of nastiness, along with some aspects that simply weren't to Tony's liking. Nothing though that fresh steel and patience couldn't sort out.

Tony's plan is to get the bodywork sorted and prepped ready for paint by Christmas. As it's mid-November when I'm writing this, it appears he's well on target for that. Hopefully, next time we peer into his workshop the Cortina will be wearing gleaming new paintwork. The only question is, what colour will it be?



Before carrying out any further bodywork repairs and paint prep, Tony decided it was high time he recommissioned his spray booth.



The finished product features heavy duty extraction and filtration and offers a clean working environment.



With the Cortina ensconced in the spray booth, the first, rather tedious task...



...was to continuously spin it on the roll-over jig for 2½ hours to shake out as much of the blasting grit as possible.



Then began the time-consuming task of removing the last of the 2-pack paint. Initially, the metalwork underneath didn't look too bad...



...though some areas of rust and a few battle scars were revealed.



Meaning some cutting out of rust-infected steel and welding in of fresh metal was called for.



As he wasn't happy with the patches he'd previously welded in to fill the apertures after removing the original door handles and recesses, Tony cut them out...



...before replacement filler patches were TIG welded into place.



10
In order to firmly attach the bottom of the front wings to the sills, Tony fabricated these mounting plates, which incorporate two 6mm captive nuts.



11
The boxed-in mount plates were then welded directly to the sills.



12
With fresh steel grafted on to replace the rust-damaged metalwork, the wings were bolted into place one final time.



13
Tony then set about tidying up the holes through which the exhausts exit...



14
...with the shape of the holes mirroring the profile of the exhaust tips.



15
Tony wasn't happy with the gap between the nearside front wing and the scuttle panel...



16
...and the way it didn't line up with the edge of the door.



17
To rectify this, Tony split the edge of the wing and moved it across to give a uniform gap and better alignment.



18
After final welding and finishing, the wing and door line up perfectly, with even gaps all round.

Simply the best

■ **Words and pics:** Andy Willsheer

Santa Pod Raceway's Dragstalgia and Shakey's Hot Rod Drags certainly enjoy a loyal following but, as far as fervent fans of nostalgia drag racing are concerned, Famoso Raceway near Bakersfield, CA hosts the real McCoy.

By popular opinion, the long established March Meets and California Hot Rod Reunions (CHRR) are simply the best quarter-mile races for spectators seeking a taste of straight-line competition from

yesteryear. The 24th annual CHRR was no exception, with the added bonus on this occasion of many Brits in attendance to support a quartet of UK racers endeavouring to make a notable impression in the land of Uncle Sam.

However, it's almost as if the event has become a victim of its own success, as the facility can barely handle the sheer

cars – Nostalgia Top Fuel, Nostalgia Funny Car and Fuel Altered – crammed cheek to cheek, to say nothing of numerous restored and original slingshot dragsters arrayed in serried ranks and regularly cackled to life throughout the three days.

The 2015 Reunion saw a grand total of 58 supercharged nitro machines – far more than at any of today's NHRA 'Big Show'

a grand total of 58 supercharged nitro machines

number of people rolling up to participate in the so-called 'Gathering of the Geezers'. Motorhome owners queue outside the entrance for days beforehand in order to nab a favoured parking slot close to the fencing running up the length of the left-hand side of the track, the unpaved public parking areas fill up all too quickly and there's not much spare space in the pits after entrants, swap meet vendors and traders have been allocated their spots. But it is what it is, and no one complains.

For anyone who hasn't been to the CHRR before, it's hard to envisage the sights and sounds of row upon row of blown Fuel

national events – run in qualifying, and more than 70 blown nitro slingshots and Altered fired up for the Saturday night cacklefest. Indeed, it was nitro Nirvana, and a real treat to be present for the occasion.

Strangely, the facility noticeably empties after the first two days of frantic action, leaving just the diehard fans to embrace Sunday's final eliminations. The UK visitors stuck around, of course, making the most of their trip to the grand gathering.

Here's looking forward to the Reunion's silver anniversary in 2016 when there'll hopefully be a bumper turn out to mark the auspicious occasion. **CANNON**

Santa Pod Super Pro ET regular, Martyn 'Syd' Jones, came over to Famoso to assist the Bat Outta Hell! team.



Azusa, CA's Richard Wilson campaigns one of the most unusual entries in A/Gas - a '35 Chrysler Airflow dubbed Voodoo Hemi. He lost in round two of eliminations.



Gotta love old-time Comp Coupes such as this.



Dos Palmas, the original slingshot that came over to England and raced at the '64 Dragfest, was re-named Dos Palmas and later Asmodeus before being shipped back to the States. It was then lost for 45 years, but is now restored to its former glory.

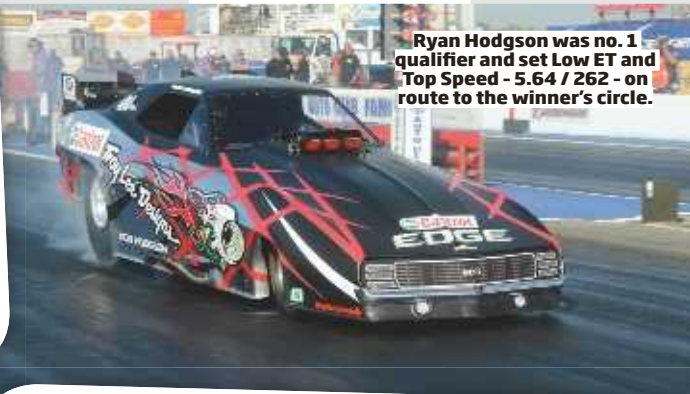


Veteran NTF drivers, Denver Schutz and Bill Dunlap, met in the finale, Dunlap coming out on top with a 5.69 / 255 timing ticket over a losing 5.83 / 252.

The Marcellus & Borsch Winged Express is arguably the most famous AA/FA still knocking around.



Ryan Hodgson was no. 1 qualifier and set Low ET and Top Speed - 5.64 / 262 - on route to the winner's circle.



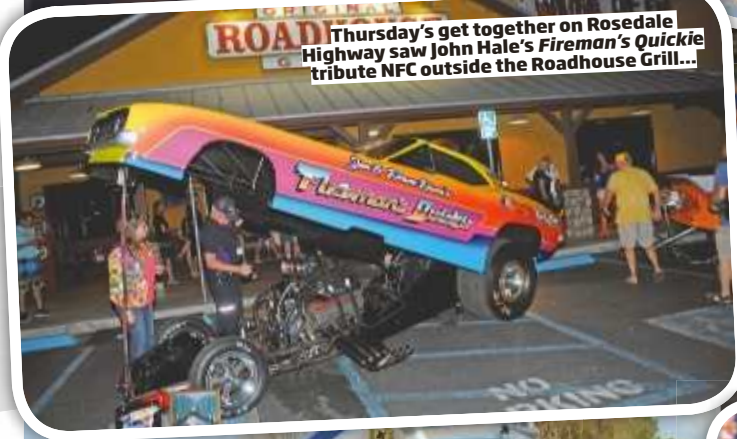
This cacklefest entrant appears to be floating in mid-air with its eight trunks trumpeting.



Jet-powered Chevy II Nova, named Black Pearl, brought the meeting to a conclusion in flaming style.



Thursday's get together on Rosedale Highway saw John Hale's Fireman's Quickie tribute NFC outside the Roadhouse Grill...



...and the Climax AA/FA fired up in front of Chuy's.



Tony Betts and crew get ready to make one of three qualifying passes in Richard Hartman's Runnin' Wild VI '69 Camaro-bodied flopper. A best run of 6.11 seconds at 245mph put Tony in 24th spot, well outside the 16-car bump of 5.89 secs.



Second generation Funny Car driver, Steven Densham, won the Hot Rod Heritage Racing Series championship, in spite of losing in Saturday's round one of eliminations.



Jason Rupert was runner-up in Funny Car eliminators with the Bays & Rupert Camaro.



Tony Bartone was again dominant in the Top Fuel class, repeating his 2014 Hot Rod Heritage Racing Series championship victory once again.



Just some of the goodies up for grabs in the silent auction, held to benefit the Wally Parks NHRA Motorsports Museum.



Some untimely niggling problems during the first two qualifying runs were instrumental in preventing Tony Betts from making the tough Funny Car field.



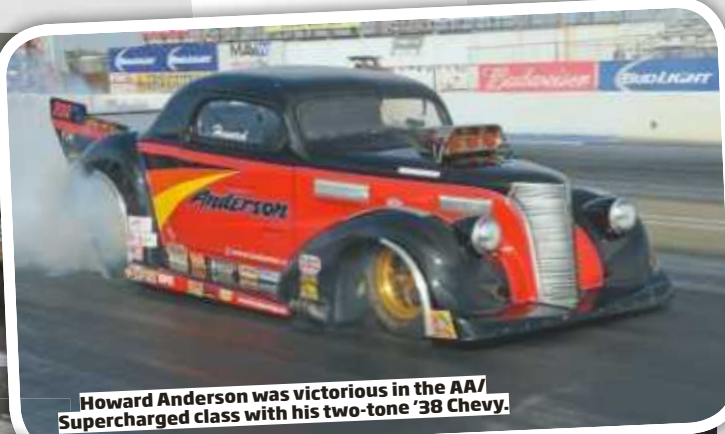
Scotsman, Colin Millar, and The Flyin' Flyer '51 Anglia were well received by the crowd when making a series of exhibition runs.



A/Gas Camaro Z/28 leaps off the line during Saturday's qualifying.



General Jerry Lee wheelstander offered some old-time action.



Howard Anderson was victorious in the AA/ Supercharged class with his two-tone '38 Chevy.

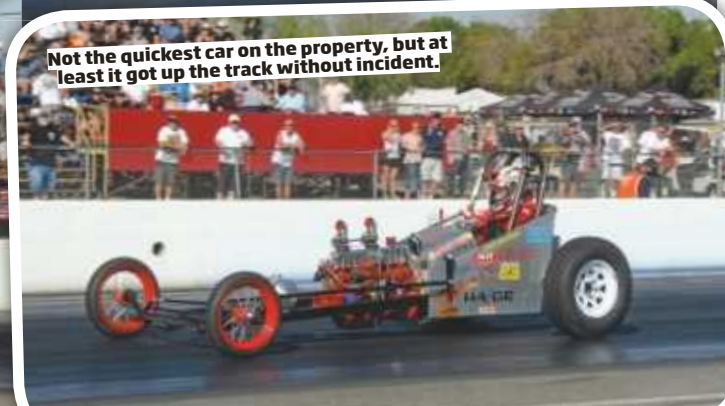


Doubletree fire-ups were appreciated by those who stayed around after the induction of event honourees.

Steve Neimantas was entered in 7.0 Pro with the O' Black Betty slingshot he bought from a local racer. An oil leak ended his aspirations in round one of eliminations when he was shut-off by the starter.



Hi-ridin' Exhibition class '56 Chevy looked the business.



Not the quickest car on the property, but at least it got up the track without incident.

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Auto focus

This month, we pause for a moment and remember some of the pioneers of early drag racing who have passed away in recent months

■ **Words and pics:** Keith Lee

It's that time of year when we tend to look back and pause to remember those friends and family who have departed from us during the past year. The drag racing family lost a few people in 2015, some of who we remember here. They were all influential in different ways, and without them drag racing would have been much the poorer.

Peter Bartlett

Peter Bartlett was one of the true pioneers of drag racing in this country. He may well be unknown to the majority of CC readers,

its start in 1960 – some four years before the first proper drag race took place on UK soil. At that first 'Big Go' event, Peter was there racing a '57 Chevy, which then saw action as push car for Don Garlits and other American visitors later in 1964.

Peter was initially club secretary, then treasurer – having by then been joined by his wife, Erica, as club secretary, and remained active within the club right through to 1980. I know from the times I used to visit them just how much work they put in over the years to ensure the sport progressed, at the expense of Peter's

Peter Bartlett was one of the true pioneers of drag racing in this country

but he had a great deal of influence on the progression of drag racing over some 20 years. He was there at the very start of hot rodding and drag racing in this country, having been in at the inception of the *Highwaymen Rod and Custom Club* in the late '50s. He then played a pivotal role in the *British Hot Rod Association*, right from

own career progress at work. With all the talked-of friction between the re-named *British Drag Racing & Hot Rod Association (BDR&HRA)* and the *National Drag Racing Club*, Erica said one day, "Frances Parker (NDRC secretary) and I just sort everything out between us, and don't take any notice of all the other goings on."



A tribute to the *Shovin' Chevy* of Peter Bartlett was recreated for the first Dragstalgia event, complete with *BHRA* decals on the doors. Probably a bit more powerful than the original!

Sadly, Erica passed away in 2014, while Peter himself died in April 2015, having spent many years retired in France restoring and riding suitably obscure breeds of moped. On a personal note, it was Peter who originally encouraged me to start writing about the sport, so now you know who to blame!

Brian Johnson

A real shock was the sudden death of Brian Johnson in April. I know this is a car magazine, but BJ always attracted a lot of attention when in action on his Top Fuel bike. Brian was a man of exacting standards, both in and out of racing, and always produced superbly finished machinery, which is not surprising as he used to run a coachworks, and was an ace spray man. After proving himself a winner with record times in Pro Stock bike, he jumped in the deep end with an ex-American fuel bike built by Carl Ahlfeldt and then mastered the steep learning curve to take on and beat the best that America had to offer by winning the Number One plate when he went there with his wife, Ann, to compete.

His long and successful racing career



Peter Bartlett on his pit bike in the mid-'70s. On the back, unusually not in his white coat, is the late Captain Tom Hales, who was the *RAC* scrutineer.



Brian Johnson was the first British Pro Stock rider into the eights on the beautifully prepared original *Imperial Wizard*.

The Dos Palmas dragster as it looked when raced in 1970 by US serviceman Bill Weichelt, who re-named it Asmodeus.

ended with his retirement in 2001, having come so close to a five, with a best of 6.101 / 234mph on the last of his *Imperial Wizard* mounts. It is a measure of how Brian was regarded that he was presented with the key to the door of Santa Pod in appreciation of his achievements. Ann was the organised part of the pair and, like Erica Bartlett, was *BDR&HRA* secretary for a period. She was Brian's supporting rock, and it is fitting that they passed within days of each other, as a team.


Bob Keith

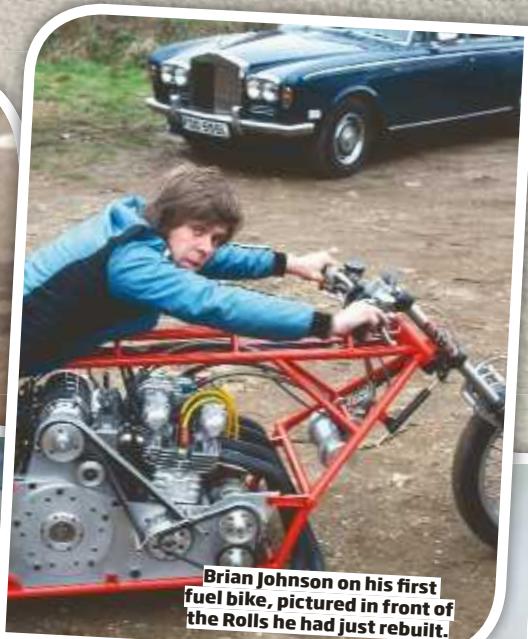
American racer, Bob Keith, lost a battle with cancer in July of this year. He came over to race at both of the Drag Festivals of 1964 and '65. The little blown Chevy-powered Gas dragster he ran in '64 had a very short wheelbase, but was beautifully prepared. It found a home in this country with the Croft Drag Racing Partnership, who also had designs on building a drag strip. They ran the car for a while before selling it to US serviceman Bill Weichelt, who re-named it *Asmodeus* and raced it over here before taking it back home with him when his tour of service ended. Though Bob tried for years to locate the car with no success, it was former *NASCAR* team owner and mechanic, Ray Evernham, who turned up the remains of the car so Bob did get to see his beloved dragster again, and helped restore it to its former glory. Just a shame he never got to see it displayed at this year's California Hot Rod Reunion at Bakersfield.

Herb Andrews had contact with Bob over the last few years and was talking to him at the 2014 Reunion, where Bob told

The final race at Santa Pod for the quickest European racer of the era. He ran a best of 6.101 seconds before retiring in 2001.

him how he came to be in the high class US team that came over for the first Drag Fest events in 1964. As Herb relates, "Bob dryly told us he'd been in letter contact with Sydney Allard the year prior to arrangements being made for the '64 trip to the UK. When Wally Parks (*NHRA* President) was firming up the racers that were coming over, Sydney said, 'Make sure Bob Keith is included.' Wally was a bit bewildered by this, as Bob was not a 'known' racer. Bob said with a smile, when we turned up at the docks and saw our heroes—Garlits and the others—parked up, we knew we had arrived." Sometimes you have to make your own luck, and Bob was a fine ambassador for the sport, both here and Australia, where he also went to help spread the word on a tour in 1966.

RIP all... 



Brian Johnson on his first fuel bike, pictured in front of the Rolls he had just rebuilt.



Ann and Brian Johnson at the Hall of Fame 2014 gala.

Pic: Herb Andrews



The little Goodnight-Keith-Williamson *Dos Palmas* car, complete with its matching tow truck.

The freshly restored *Dos Palmas* dragster on display in Bakersfield.



Pic: Herb Andrews

Flamin' Halloween

■ Words and pics: Jeni Long

Santa Pod's season culminates in the annual Flame & Thunder show, which this year took place on Halloween. This pyrotechnic-influenced extravaganza is action packed from the moment you enter through the gates and offers a great party atmosphere to close off the season. The track opened early on the Saturday with invited demos, the unusually warm sunshine ensuring some great action, with huge smoky burnouts

and some spectacular wheels-up action. Off-track entertainment included the *Twister* air display team, monster truck displays and a

some spectacular wheels-up action

drift show from *Maximum Lock*. There was also a static car show to check out during the inevitable track down times, not forgetting the breathtaking displays in the Wall of

Death and the live music on the stage. Anticipation and excitement of the night racing, ending in a spectacular firework display kept the crowds in their seats – and there plenty of people occupying those seats. Martin Hill in the *Fireforce 3 Jet Funny Car* ignited the huge bonfire, which was the signal for the fuse of the first of the evening's pyrotechnics to be lit. We can't think of a better way to bring the Pod's season to a close. **CRANK!**

Power-assisted push bikes have come on leaps and bounds in recent times.



Andy Morgan in his 500bhp, turbocharged, VW Split Panel Van wowed the crowd by pulling a huge start-line wheelie. Unfortunately, the severity of the impact when the wheels came back down resulted in Andy suffering two broken vertebrae. Here's wishing him a very speedy recovery.



Top Fueller piloted by Liam Jones struggled with traction and sadly didn't manage a full pass. Its launches were impressive though.



Roy Walker's Vauxhall Ventura runs high 8-second quarters at around 150mph in Super Pro ET.



Phil 'Ginner' Middleton celebrated his birthday with some fast passes and wheels-up launches, with the autumn sunshine making those flames really pop.



Andy 'Fadster' Hadfield did some late season testing with a new dual carb set up on *Twister*. Early signs look good and promise an exciting season for the team next year.



Jon Webster kept his wheels firmly on track and ran the blown big block Chevy-powered *Hephaestus FED* to a best of 7.79 /179.



Mighty Mouse gets some air under its front tyres, this time with Ted Booth behind the wheel.



As well as the serious quarter mile machinery, Flame & Thunder welcomes the weird and wacky like the Jet Granny Cars...



...and a jet-powered shopping trolley. Great for zipping around Tesco - brings a whole new meaning to the term fast food I suppose.



Mike Lacey warms up the rear tyres on his '67 Camaro, *Metamorphosis*.



Tim Stanbury ran low 12-second quarters in this '67 Camaro during Drag Week in the States then, after a bit of a road trip, shipped it to the UK and ran it again at Flame & Thunder. Top bloke.



Lee Gallimore's blown small block-powered Supercharged Outlaw Altered, *Red Mist*.



John Dalrymple gets the Full Tilt '33 Willys coupe reaching for the sky.



Part of the Taz racing empire, John Dewey burns out in his CC-featured '57 Chevy.



This event really packed in the crowds, with the Pod banking nearly full for the entire day.



Lee Pike giving a huge crowd pleasing burnout in the dark in Honky Tonkin' 2.



Mark Bishop plunged the Grey Vegas FED into the darkness and ran a 9.04 / 147. On the Sunday though, he improved to an 8.71 / 159, perhaps helped by being able to see where he was going in the daylight.



Another Taz Racing car was Jeff Thurston's big block Ford-powered '67 Mustang.



Blown Daimler hemi-powered rail of Robin Read.



Gary Hill, in his home-built, 350 Chevy-powered Pop ran a personal best of 11.32 seconds at 117mph.



Taz Racing's weenie Fiats kept looking skywards for the fireworks.



Team Williams Bros Racing ran both their Nova and Camaro, giving some great side-by-side action.



Bob 'fire demon' Hawkins warming up the chilly evening with what is rapidly becoming his trademark flame burnout.



There simply is no better way to top off the day than with a spectacular firework display.



Fireforce's final pass of the day triggered a quarter mile of fireworks.





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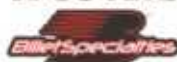
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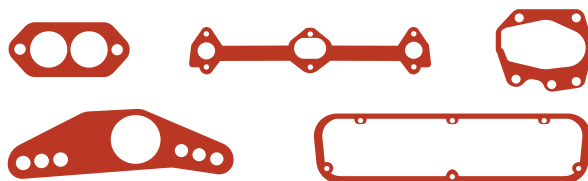
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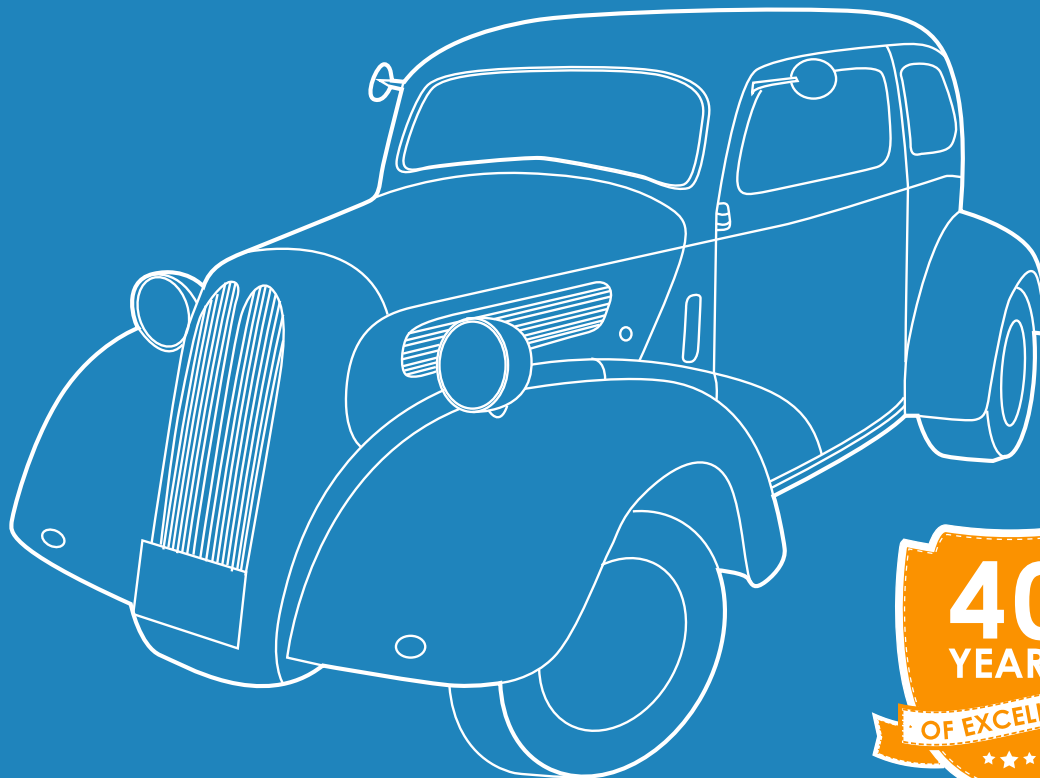
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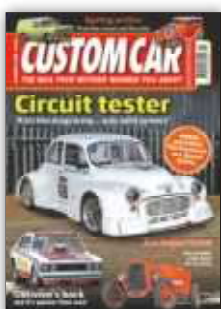
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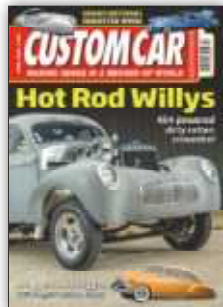
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2010, 23,000 miles, £30,000. Black, black leather, v8, auto, LHD, with history, this car is MINT... super quick.. may take p/x. Lancashire. 07717 363781 (MC)

MONACO



1967, £5,500 Or near offer. Lowrider project, all parts here, must look, no stupid offers I know what its worth, all welding work done buy myself just still plodding along doing things, has a 4 pump system done by Ravens at a cost of £4000. Yorkshire. 07595 940029 (JP)

PICKUP

1941, £24,995 ono. Fully rebuilt, 3550 V8, auto, SBC, power steering, air con/heat, IFS front end, 9in rear, rewired, nice interior, nice new bedwood, rear fuel tank. Beds. 07789 727033

SPECIAL DELUXE 4 DOOR SEDAN



1941, £3,950 Offers invited. 216ci Six Cylinder Engine / 3 Speed manual. Engine is a runner and drives around in all gears. The car has both bumpers / interior & exterior trim / no fuel tank / doors glass has some cracks but still all complete. Surrey. 07972 025719 (JP)

STORM



1990, £1,950 onoi. Lhd, Chevy mechanically excellent, all new belts, new brakes, recon power steering, air con, bodywork needs a little tlc. Avon. 0117 904 1411

DODGE

COUPE



1940, 52,000 miles, £16,000. This car is a South Carolina car and was in storage for 35 years. This car is all original, interior, paint etc. Good condition, no wear on pedals and seats. No rips or tears in roof lining. Norfolk. 07944 523386 (JP)

DAKOTA SLT V6



2002, 63,000 miles, £5,350. Double Cab pick up in very good conditio, a very rare manual it has petrol and LPG fitted just four months ago at a cost of £1,850 with 150LT tank 55p a litre and 120LT filling capacity it is MoT'd till May 2016. Left hand drive A/C new clutch fitted July 2015 it is also fitted out for 5th wheeler. Yorkshire. 07850 283379 (MC)

FORD

F1



1950, £13,950. Genuine 2 US owner truck from new. In its original green factory paint with great patina. This truck has never been repainted! Clear coat the original paint and use as is, it took 60 odd years to achieve this look!. Lincolnshire. 07980 921341 (JP)

F100



1970, £9,800. 5.0 Ford V8 and 3 speed C4 auto. Power steering and brakes. MOT & Tax. UK spec lights. Stunning black paint. All good tyres, fresh brakes. West Midlands. 07968 755659 (JP)

MUSTANG

1968, £6,500. Fitted with 351 Cleveland and powerglide completely rust free piles of bills and paperwork some nice bits on car think was going to be a bit of a race car! 9" rear a car for someone that knows what they are looking at No welding. Hampshire. 01962 774317 (HP)

MUSTANG GT FASTBACK



1967, £39,995. This Mustang LOOKS STUNNING and turns heads wherever it goes This fastback was done to a high standard, and it really shows. I have displayed at many shows, and is without doubt one of the nicest Fastbacks out there. A CUT ABOVE THE REST! Message me, or call to have a chat. Thanks Pete. Essex. 07906 712466 (MC)

RANGER



1992, £3,950. 2.3 Litre pinto engine, rear wheel drive, 6ft bed, super economical 28mpg motorway. Ice cold fully working air con, variable speed wipers, bench seat with arm rest. MOT until April 30th 2016. London. 07475 454044 (JP)

LINCOLN

NAVIGATOR



2004, 70,000 miles, £10,000. Black exterior with contrasting cream leather interior. 4 new Tyres. In car parrot system. Kent. 07818 706090 (JP)

LOTUS

LOTUS 6 SPECIAL



1956, £POA. 'Lotus' sports, total rebuild. Aluminium bodywork, side valve, Aquaplane 'Burgess' exhaust system, Bellamy wheels, etc. Unique. Glamorgan. 029 2132 8200 (RB)

PLYMOUTH

SPECIAL DE LUXE



1949, £4,950 Offers invited. Fantastic original patina, just imported from Colorado Springs. Flathead 6 engine starts easily and sounds strong. Good manual gearbox. New brakes. Lights all work. Scruffy interior. Scruffy exterior but solid in all the right places. Crack in drivers windscreen. Yorkshire. 07940 976805 (JP)

PARTS FOR SALE

AIR FILTER, PLUG LEADS

£12. E.F.I., carbon look. 80mm fitment. Rover V8 Magnecor plug leads, blue, £40 inc post. Wirral. 07956 122483 (RB)

APPLIANCE 8X14 SLOTMAGS

£various. Ford 4 bolt, M50x14 tyres £165. Centreline 51/2x15, Chevy £150 pair. Centreline 7x14 Granada/Mustang, £120 pair. Centreline copy 7x14 VW Beetle, £100 pair. Lancashire. 07855 542195 (PB)

LUCAS STARTERS/ALTERNATORS

£POA. To fit 70s-90s vehicles, all Nos. Call see what I have. N Yorks. 01423 709175

MINATOR ALLOY WHEELS

£250. Set of four with tyres 55in/14 (4in PCD), Minilite copies, excellent condition, as new. Suffolk. 07752 847468

TYRES 225/45R16

£10. Pair, taken from Camaro. 0114 268 6354

TRAILERS

BRAIN JAMES TRAILER



£2,000 no offers. Twin axle braked, bed 3.5mts x 1.7mts, built in hitch lock with 2 keys, 4 excellent tyres with unused spare lockaway ramps, permissible MGW 1600kg. Essex. 01255 813791

LITERATURE AND INFORMATION FOR SALE

CLASSIC AMERICAN MAGAZINES

£50. Approx 166 in total. 0114 268 6354

MISCELLANEOUS FOR SALE

ADJUSTABLE RAMPS

£100. Lowest 200mm, highest 400mm. Great for working underneath. Used once on my Humber. Cost new £230 + VAT. Will need collecting. Nottingham. 0115 927 5338 (PB)

AMERICAN VINTAGE BENTLEY



£45 post free. 25 Year North Meet car badge. Size 3 inch dia. Enamel finish. Surrey. 020 8399 7541 (PB)

NUMBER PLATE

£1,750 ovno. Registration M400 CAT. Presently on a Jaguar XK8. But now held on a DVLA retention form. Cornwood. 07804 828494 (PB)

SET 3 EMI CAR CLUB BADGES



1950, £50 set post free. In ally. 2 bar, 1 grille fix. Essex. 07964 486932 (RB)

MOTORCYCLES & SCOOTERS

SUZUKI VOLUSIA INTRUDER



2004, £10,500. Professionally converted July 2013 to an exceptionally high standard and only covered 7,332 Miles before conversion. New MoT & Tax, only covered 248 miles as a Trike. Rides faultlessly, would consider PX combination old car etc. W Wales. 01267 232897 (MC)



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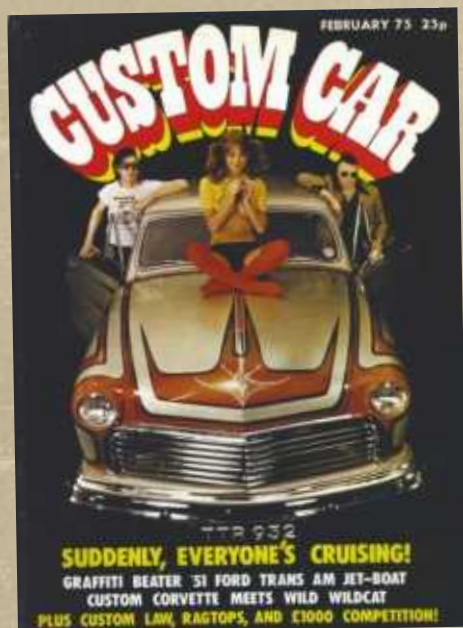
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Remember when... 40 years ago

...cruising was all the rage? Not necessarily as in the Urban Dictionary's definition of "to search (as in public places) for a sexual partner / to go about the streets at random but on the lookout for possible developments," though we're sure there was some of that taking place, but as in the rather less sinister driving aimlessly round your local town with a bunch of mates just having a good time kind of way. Though it

a startled tiger painted on the bonnet

was released on 1 August 1973, we here in the UK didn't get the chance to see the film that brought that very term to our shores, *American Graffiti*, until the tail end of March the following year, and probably only as early as that if you lived in a major city. But, by the end of that year, when this February 1975 issue would have been put to bed, cruising was where it was at. As a result, not only did we suggest everyone was at it on the cover this month, we chose a seminal cruiser, the *Graffiti Beater*, as the cover car,



As you can't really see it from our cover shot, here's the *Graffiti Beater* Crown Vic from a better angle. This was a state-of-the-art cruiser in '75, built by two of the true pioneers of the UK scene.

ran a four-page piece on what was and wasn't legal to have on your street machine and then suggested some places you might like to congregate and make a nuisance of yourselves / entertain the public at large in London, with a token nod to a couple of other streets in big cities, too. You may even have gone to the Chelsea Potter yourself prior to that inaugural first official cruise on 31 May 1975, but the seeds were being sown in this very issue. Appropriate then that we should have one of the nicest cruisers of recent years on the cover of this issue, a full 40 years down the line.

Our other custom cruiser features this month were Bob Krouse's '68 'Vette, resplendent in its body kitted, baby beaver-trimmed (that's what it said!), Sundance Yellow-coated glory. In the accompanying text, we reported Bob's company, Show Car Specialists in Streatham, was winding down due to, as he put it, "people can't afford the

kind of things I'm doing." One is tempted to suggest the business model is at fault there rather than the economy at large, but then what do we know?

Sharing the colour spread with Bob's extravagance was John Greenslade's '66 Buick Wildcat convertible, fresh from a revamp at the hands of Phil Ritchie in Sussex. In truth, it wasn't so much a revamp as a startled tiger painted on the bonnet, some other paint effects and a bit of rather low rent lettering across its leading edge, but as



More colour, more cruisers, though even allowing for bleary-eyed nostalgia, Bob Krause's 'kitted 'Vette is an acquired taste. Car reputedly had a 12:1 compression L88 big block, too.



If you want to get your funny city motorcycle thing into CC, give one to the Ed on long term test.

custom feature car material was still pretty thin on the ground at this time, we were all over it like leather on a vegetarian.

Proving we were more than just reporting on the action, in this issue we also announced Project V8 Marina Pick-up, the car we intended to partake in this cruising malarkey in. Naturally, we had no intention of doing any of the work ourselves, but contracted the rather fanciful sounding British Leyland Special Tuning Division (Leyland ST for short) to do the dirty work for us, the idea being we'd just prance in there at the end with our clean fingernails, pick up the keys and go cruising. In the



This month's Econo Customs piece focussed on Standards. Not how well you comport yourself in public, but the little British cars that were made in Coventry.



Introduuuu... Drum roll please. The infamous Project V8 Marina Pick-up. As many of you will know, it ended up looking nothing much like these early sketches.



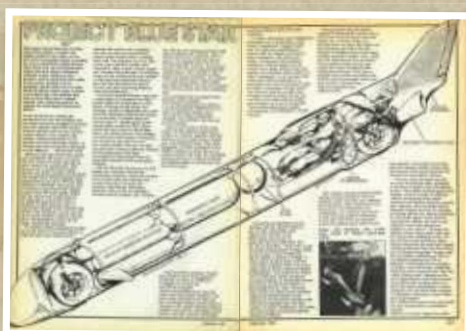
Already the influence of *American Graffiti* was beginning to show. Our piece encouraging cruising used an evocative still from the film to encourage you to go and sit in a traffic jam in Chelsea.

meantime, we brought you some illustrations of how it may, or may not, end up looking.

And so to *Graffiti Beater* itself. The brainchild of Richard Park and Mike Rutherford of Custom City, who in turn made up part of Chichester's infamous Rodding Scene, the silver 'flake and tangerine kandy machine was a '51 Ford Crown Victoria, mechanically stock save for a loud exhaust

all over it like leather on a vegetarian

and some '53 Studebaker steels with '53 Ford caps and painted on whitewalls. It wasn't even lowered. It had a tube grille made from electrical conduit, sort of wannabe frenched headlights, was nosed and decked and painted pretty like. Was there any similarity with this month's cover car? Yes. And no. Whichever way you look at it, both cars were chosen to represent the best of the UK custom / cruising scene at the time.



Under the skin of the proposed *Blue Star* Land Speed Record car. Some interesting engineering concepts, and some ambitious claims. Sadly, it never materialised.



Customs and exercise – CC's handy guide to what the Old Bill could nick you for in your custom car.

After all that excitement though, we went off piste in the usual eclectic CC way of the time – road tests on funny little Japanese mini cars, a detailed explanation by rocket scientist, David Gossling, of the *Blue Star* LSR project, an electric mini bike, some Brit tin, a Beetle that thought it was an MG (presumably for the more modest poser without pretensions to owning a Beetle that

thinks it's a Rolls Royce), a decorated Filipino Jeepney, a 455 Pontiac-powered powerboat with, appropriately enough, a screaming chicken painted on its prow and last, but very much not least, Nicola's norks.

Should, however, you be one of those who reads CC from the front, you'd have discovered we also visited the Scottish Custom Car Show in Edinburgh, where Alex Scott blew the lid off with his *Magic Boss*



The big winner at the Edinburgh Show in '75 was Alex Scott's *Magic Boss* Mustang, but there were a number of other old favourites in the MacRobert Pavilion that year.



Fuel injection, turbos and, heaven forbid, even diesel may be the way forward, but every CC reader still has a soft spot for good old twin carbs.

Mustang, closely followed by the likes of Messrs. Wimble, Bray, Lane, Godber, Prior et al. Of the locals, it was George Watt and his *Astral Traveller* V8 Moggy that tossed his caber the furthest.

On the technical front, we had a piece on how you could make a right pig's ear of trying to trim your convertible top yourself, and a thoroughly decent explanation of how the inlet side of your engine works.

Finally, to put some perspective on the state of the nation in '75, Lawrie Gatehouse's report on the '74 Supernats in California made mention of a 69-car field for Top Fuel and a \$10,000 dollar purse in the World Funny Car Championship. This at a time when CC cost 25p, a set of Wolfies around £80 and you could buy an immaculate '67 Mustang out of the Wheeler Dealer ads in the back for £550. It's no wonder the big hitters in UK drag racing all wanted to run away to the other side of the pond.



If you want to get your boat featured in CC, drop in a Trans Am motor and paint a screaming chicken on the prow.

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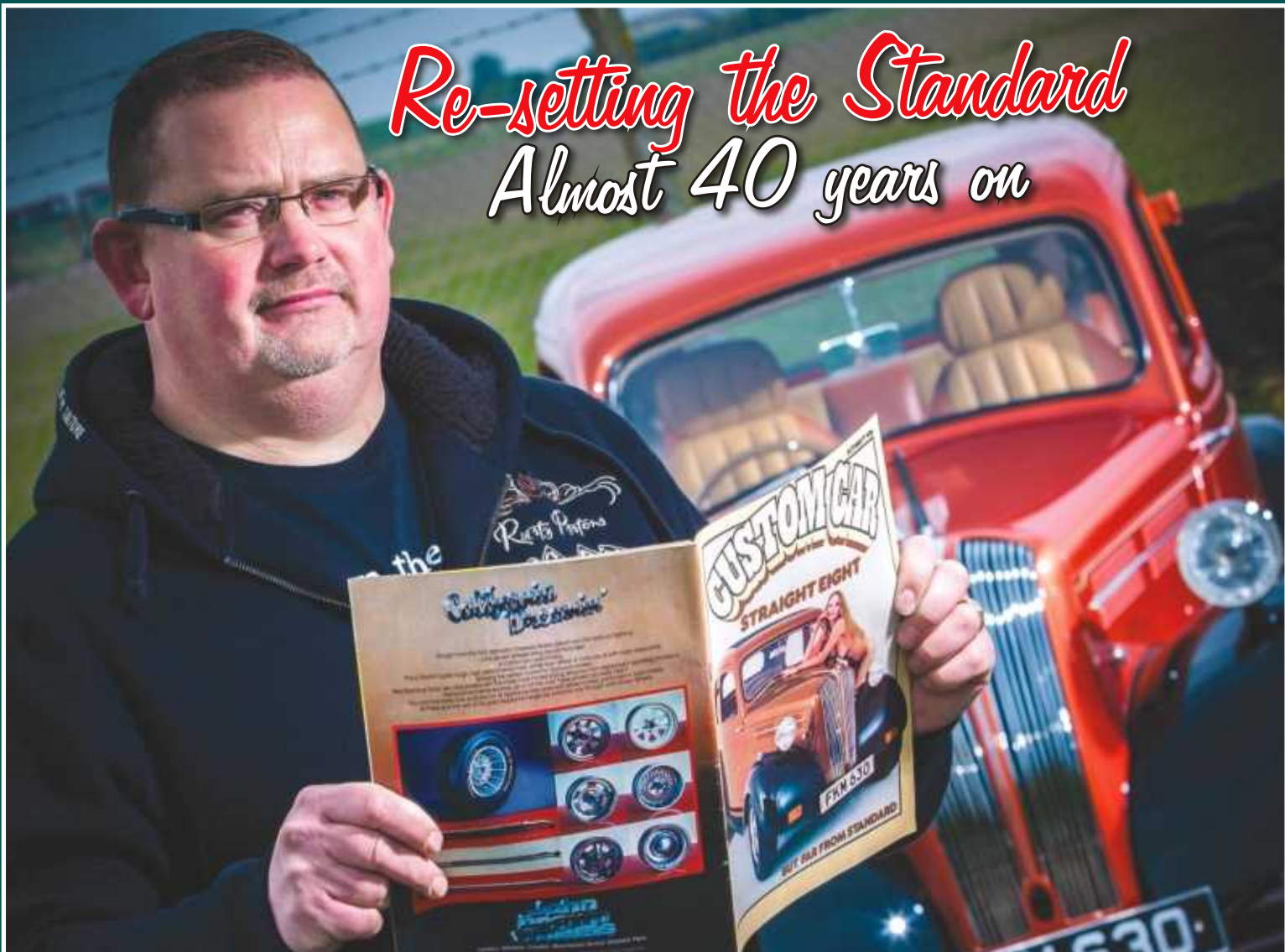
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